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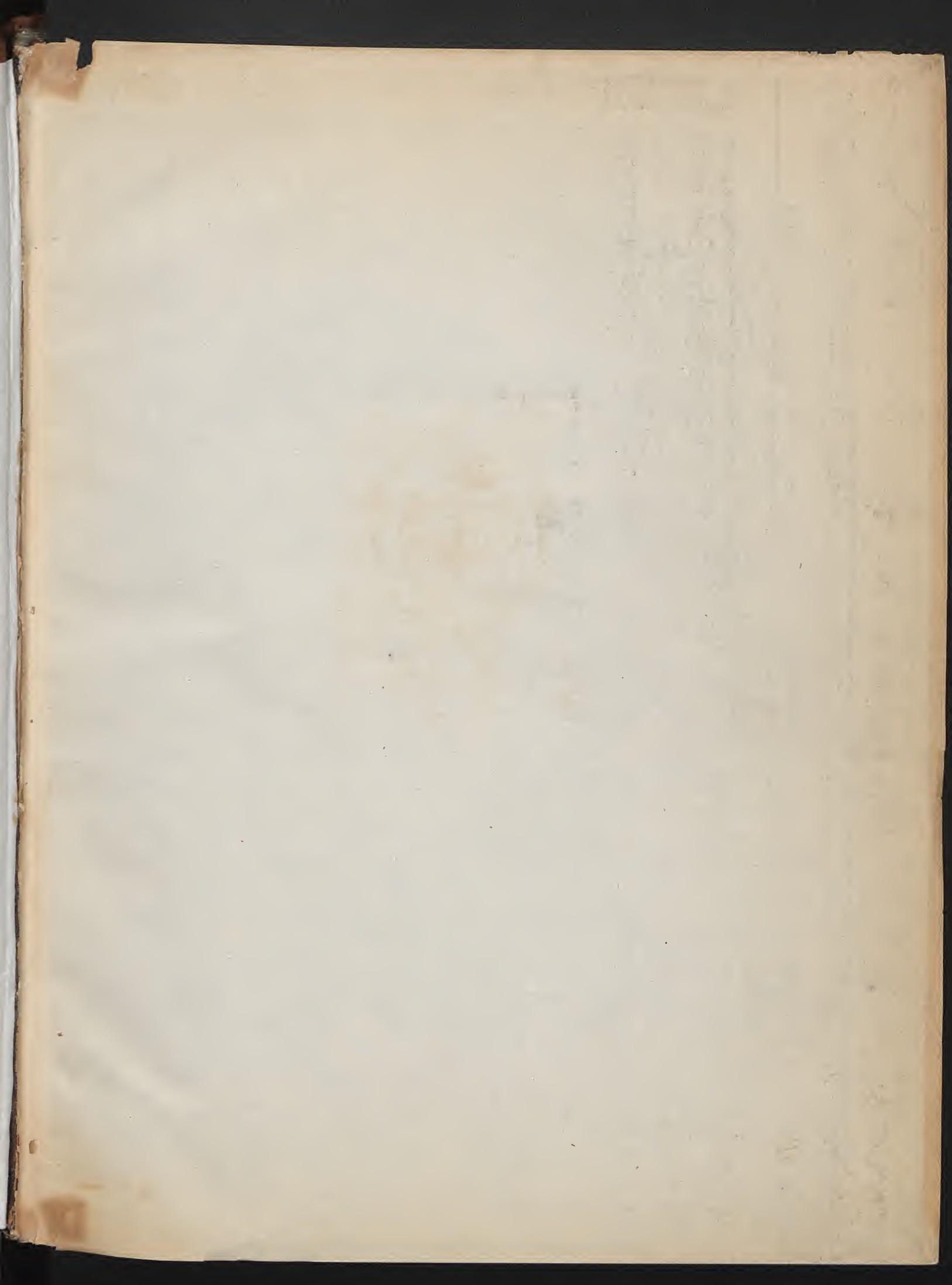
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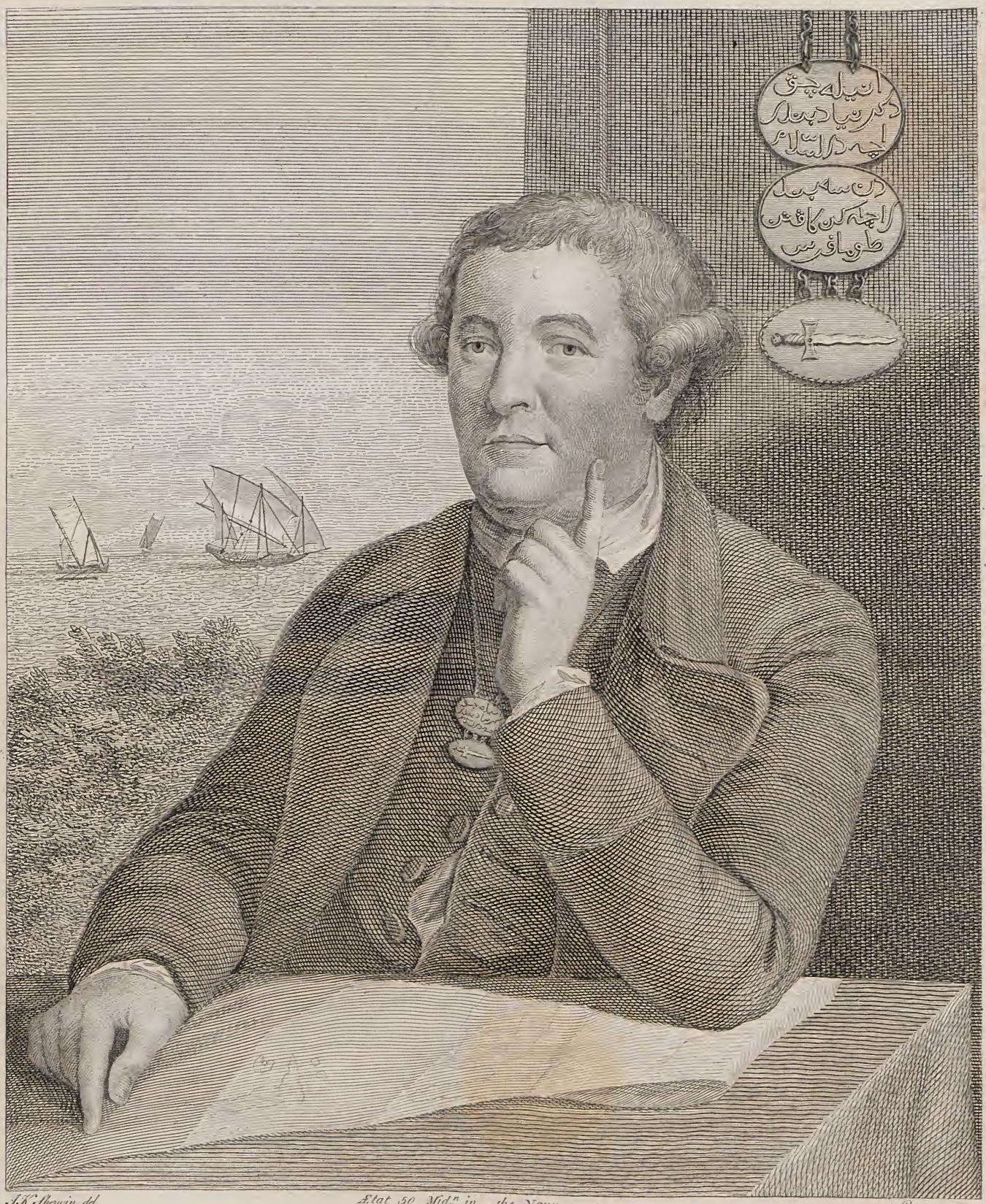
Hierin neunzehn Tafeln und
eine Musikbeilage



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J. K. Sherwin del.

Enstat 50 Midⁿ in the Navy 1745.

Sharp sculp' 1779

CAPT^N THOS^S FOREST
Orançayo of the Golden Sword.
This Chapp was conferred as a mark of honor
by the hands of the Shabander (Officer
of State) of Atchan on Captⁿ The³ Forrest.
Gower Street 5th Feby 1790.
Published by the Author as
W^{ll} VIRET IN LOND^N.
Translated by Will^m Marsden.
the Act directs Jan³⁰ 1779.





Drawn on the spot by Capt^o Forrest

Engraved by J. Caldwell

VIEW OF ST. HELLENA FROM THE ROAD.

Published Feb 15, 1792, by Capt^o T. Forrest.

A

VOYAGE FROM CALCUTTA

TO THE

MERGUI ARCHIPELAGO,

LYING ON THE EAST SIDE OF THE BAY OF BENGAL;

Describing a Chain of Islands, never before surveyed, that form a Strait on that Side of the Bay, 125 Miles in Length, and from 20 to 30 Miles in Breadth; with good Mud Soundings and regular Tides throughout: which Strait lying nearly North and South, any Ship may work up against the South-West Monsoon, and so get out of the Bay of Bengal, when otherwise, she might be locked up for the Season.

ALSO,

An Account of the Islands Jan Sylan, Pulo Pinang, and the Port of Queda; the present State of Atcheen; and Directions for Sailing thence to Fort Marlbro' down the South-West Coast of Sumatra:

TO WHICH ARE ADDED,

An Account of the Island Celebes; a Treatise on the Monsoons in India; a Propofal for making Ships and Vessels more convenient for the Accommodation of Passengers; and Thoughts on a new Mode of preserving Ship Provision:

Also, An Idea of making a Map of the World on a large Scale:

BY

THOMAS FORREST, Esq.

SENIOR CAPTAIN OF THE HONOURABLE COMPANY'S MARINE AT FORT MARLBRO' IN 1770, AND AUTHOR OF THE VOYAGE TO NEW GUINEA.

The whole illustrated with various Maps, and Views of Land; a Print of the Author's Reception by the King of Atcheen; and a View of St. Helena from the Road. Engraved by Mr. Caldwall.

Narrow Seas and Fatigue make Seamen, and dealing in bulky Articles increases their Number.

ANON.

L O N D O N:

SOLD BY J. ROBSON, NEW BOND-STREET; I. OWEN, NO. 168, PICCADILLY;
AND BALFOUR, EDINBURGH.

M.DCC.XCII.



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TO THE HONOURABLE
The COURT of DIRECTORS
OF THE
UNITED EAST-INDIA COMPANY,

In JANUARY 1792,

JOHN SMITH BURGESS, Esq. being Chairman,
FRANCIS BARING, Esq. Deputy;

DIRECTORS,

WILLIAM BENSLEY, Esq.
JACOB BOSANQUET, Esq.
THOMAS CHEAP, Esq.
LIONEL DARELL, Esq.
The Hon. WILLIAM ELPHINSTONE
SIMON FRASER, Esq.
JOHN HUNTER, Esq.
HUGH INGLIS, Esq.
PAUL LE MESURIER, Esq. and Alderman
JOHN MANSFIELD, Esq.
THOMAS THEOPHILUS METCALFE, Esq.
CHARLES MILLS, Esq.
WILLIAM MONEY, Esq.
THOMAS PARRY, Esq.
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JOHN ROBERTS, Esq.
DAVID SCOTT, Esq.
GEORGE TATEM, Esq.
ROBERT THORNTON, Esq.
JOHN TOWNSON, Esq.
JOHN TRAVERS, Esq.
STEPHEN WILLIAMS, Esq.

The following Sheets are respectfully dedicated by

Their faithful and most obedient humble Servant,

THOMAS FORREST,
Senior Naval Captain.

P R E F A C E.

THE great convulsions and changes that have happened in the government of three quarters of the globe within not many years, *Asia*, *America*, and *Europe*, afford choice of conjecture to the contemplative mind *what will happen next*. A very distant country, held in subjection by the sword, is a new feature in the annals of England; but, as we have passed the Rubicon, it must be held by the sword; there is no alternative; we have gone too far to recede: however, in the long run, it may corrupt our manners.

A mild government, a blessing *India* never enjoyed, at least under its *Mahometan* governors, may make it prosper, and it is to be hoped it will prosper now more, perhaps, than during any former æra of her existence; and as great part of *Indostan* is come under the fostering hand of *Great Britain*, there is no doubt but she will incline there to cherish the welfare of her new subjects, to introduce amongst them the comforts and conveniences of life, to preserve peace among the discordant and ambitious, and make the Hindoos admire and revere our equitable form of government, that interferes not with their religious modes of worship; the rock on which the *Portuguese*, the first *European* conquerors of *India*, were shipwrecked. Something different from the *Mahometan* conquerors, who, although they avoided what was greatly fatal to the *Portuguese*, equalled, if not surpassed them in the deceitful pursuits of ambitious conquest. Happy will it be for *Great Britain* if she knows where to stop, to be content with what she has got, and make those who have caused this present distressing war pay the expence from the revenues of their respective domains, and give us commercial advantages in using British manufactures, which may soften the rigour of immediate exactions, peculiarly hurtful to a ravaged country.

A

Since

P R E F A C E.

Since writing the following pages, I have learnt that the East-India Company have resolved to import sugar from their eastern possessions; a resolution of great wisdom, sound policy, and benevolence, as *Bengal* can produce any quantity of that necessary luxury. The strong connection sugar has with tea makes the keeping down its price of the utmost consequence to our *China* trade, and the misfortunes of *St. Domingo* throw out of the *European* market an immense quantity, which must be got somewhere, or the rise of its price, already bearing hard on the middling community, will be immense.

The ultimate advantage in such an undertaking will depend on the low price sugar can be afforded at in *Bengal*; and here I must observe, that as sugar-making there, is carried on by a free people, where rice, their bread, is immensely cheap, where rich lands, long fecundated by the slime of the *Ganges*, the *Asiatic Nile*, may be had for taking up, sugar may be made at a very low price indeed.

Many of these lands, what is called the *Sundra bunds*, and others at the mouths of the *Ganges*, if we may believe the history of *Bengal*, were formerly well inhabited, but lying very convenient for invasion during the fine months of January and February, were much plundered and depopulated, when protection was neglected or withheld, by invaders from *Arracan*, called *Mug*, and other piratical people on the east side of the Bay of *Bengal*. There is no doubt but many of these lands may, by encouragement, be again brought into cultivation, and produce rich crops of rice, sugar, &c.

The lands at the mouths of that great river certainly rise (although insensibly) every year, by the slime of the *Ganges*. I remember in 1784, or 5, in cleansing and deepening the great reservoir at *Calcutta*, trees were found several feet under the bottom: this could only happen from a general rise of soil in a country that is naturally flat.

In *Bengal*, where the inhabitants are not only protected in their property, but encouraged to early matrimony, and following their industrious occupations, to which, by prejudice and education, they happily have a natural turn, the field to act on is immense; and

P R E F A C E.

if followed up, *Bengal* could not only supply herself and great part of *Asia*, which she has always done, but all *Europe*, with sugar made by free men.

The price of sugar in *Calcutta* was, not many years ago, 7 current rupees (14 shillings), for a factory maund of two thirds of a hundred weight, or 21 shillings for one hundred weight, or 2 pence farthing per pound*. The price of Dutch powdered sugar at *Batavia* I have known much cheaper, where it is made by freemen, generally *Chinese*: much of it goes to *Holland*. We have cultivated sugar at *Bencoolen*, and I believe do so now; but it would seem cultivating it by Company's slaves, and the high price of ~~sugar~~^{sugar rice} has prevented the scheme from answering. The *Malays* are a lazy, indolent race of people; the pepper they plant on *Sumatra* is all by compulsion, for which the planter ultimately thanks the Company when he finds his hoard of dollars greater than that of his less industrious neighbour: but to return to *Bengal*.

James Christie, Esq. of *Apole†*, a great sugar planter and rum-maker, who, by his benevolence and mild management, has erected villages on his estate, told me, about five years ago, that he wished for and expected some such permission as has been granted; and said further, that tobacco might be cultivated in *Bengal*, and answer the Company's sending home. Connoisseurs in *Rappee* have all heard of *Mazulipatnam* snuff, from which it would appear *East-India* tobacco made into snuff has a peculiarly agreeable flavour.

The many views of land on the *Mergui Archipelago* may give the reader some idea of the nature of these islands: being under the regular change of the monsoons, they are not subject to hurricanes, as our islands are in the *West-Indies*.

St. Matthew, Susannah, Dommell, Lord Loughborough, &c. Islands seem, from their pleasant appearance, to invite cultivation; they

* There is great demand at *Turon*, in *Cochin China*, for the muslins and cottons of *Bengal*, and there sugar is exceedingly cheap. *Turon* is an excellent harbour, at the mouth of a spacious river. A factory there might answer. See Poivre's Travels of a Philosopher.

† Mr. Christie pays the Company a thousand Sicca rupees a year for a tract of land which he has peopled without purchasing a single slave. Two hundred weight make three factory maunds.

P R E F A C E.

greatly resemble the island *Sooloo* (that Paradise for fruits), lying east of *Borneo*, not only in size, but picturesque appearance.

These islands are covered with many tall trees; their shores breed immense quantities of fish and oysters, and seem to be in a state of nature; they are fit to produce all tropical fruits, sugar, &c. &c. They merit being settled by us before unexpected guests take possession, and cause disputes. I did all I could: I hoisted on *St. Matthew* in *Fish Bay*, and left flying, a British flag.

What I have said of the Island *Celebes* may be new to many; in size it resembles *Great Britain*; in population better than one half. The *Dutch*, who know most of it, wisely keep their knowledge to themselves. The *Buggeſſes* seem to be much more liberal minded than any of their *Malay* neighbours: the *Mindanos* come next to them for openness of character.

Teroway, the *Buggeſſ* chieftain, mentioned in the following pages, seemed to be a consummate politician; and whilst he amused and pleased Mr. Coles, by listening attentively to his stories of *Europe* (for Mr. Coles spoke elegant *Malay*), he undermined, and in a few days overthrew the *Malay* Sultan's government. Teroway did not wait, as William did of old, until James withdrew, but told the Sultan he must depart, and leave the government of *Paffir* to those who better deserved it, by having always preserved its freedom from *Dutch* influence; and, to his credit, Teroway effected the revolution without the least bloodshed, or violation of property, that I ever heard of.

The seven different governments on *Celebes*, reckoning the *Dutch* one, put one in mind of the *English heptarchy* of old. Whatever nation takes the *Buggeſſes* by the hand, may lead them again to cut a figure in eastern *India*, which it is said their ancestors did, some centuries ago, under the kings of *Goa*. The *Buggeſſ* flag is generally blue, with deviations according to what district it belongs.

I forgot to mention, that at *Queda* I saw the exertion of an aquatic manœuvre, never used, I believe, but by *Chinese*. The annual *Chinese* junk had got aground on the left hand side of the river looking up, and it was found necessary to carry out an anchor to get her off. There was so much fresh in the river at the time, that

P R E F A C E.

that the tide ran strong down even at high water. A wooden anchor, the bills of the flukes shod with iron, and the shank above 30 feet long, was put into a kind of punt, about 24 feet long; the flukes hanging over the starboard bow of this boat, whilst the horizontal stock of the anchor lay level over the larboard quarter. Eight men were in this boat, four of them provided with large handspikes; the other four managed a long oar, like a scull, at the stern, that hung and turned upon a strong pivot, or iron semiglobe, fixed in the middle of the stern, which went into an iron socket in the scull. The exertions of these four men were very violent for about a minute, in which time they effected their purpose of being able to drop the anchor a little above the junk in deep water: they seemed to make the scull vibrate like the tail of a fish, on which principle it certainly acts: no number of oars could have done what they did.

The *Chinese* work vessels of above 200 tons in this manner; many more than four men at a scull, and with several sculls: the scull seems to be absolutely necessary in the narrow canals of *Canton*, where oars cannot be used. The English sailors give the name of *Tom against tide* to the tea lighters that go from *Canton* to *Wampo*: they seldom drop along-side of their respective ship, but scull up against the current of the tide, as being the safest way. Such an improvement as the *Chinese* scull introduced amongst revenue cutters, not too much bound up with wood and iron, but like the Fly ketch, would greatly help to suppress smuggling, whilst an act of parliament should prevent the same being used by any other vessels, except pleasure-boats, and that by special license. What I have said of the *Chinese* scull and winding-up boom of the sail of the *Bugge's* paduan and *Atcheen* kolay, are subjects worthy of discussion by the society for naval architecture, where there are many able judges of these and other naval matters.

E R R A T A.

- Page 42, for Japan wood read Sapan wood.
53, for mape monde read map of the world.
135, for when Mr. Hughes read before Admiral Sir Edward Hughes.
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DIRECTIONS FOR THE BINDER.

Author's Portrait, and View of St. Helena, at the Beginning, next after
the Map of the Mergui Archipelago.

	Page
Bass Harbour and Pera River	28
Jan Sylan	36
Malay Song, and Interview with the King of Atcheen	60
Atcheen, and Part of the Coast of Sumatra	64
Sumatra Views	71
Track of the Tartar Galley—Bay of Bengal	90
Circular View of Bass Harbour	128
Mindano Marriage	141
Six long Views of the Mergui Archipelago at the End.	

C O N T E N T S.

INTRODUCTION — — — — i

VOYAGE FROM BENGAL TO THE MERGUI
ARCHIPELAGO IN THE ESTHER BRIG.

Leave the Ganges—pass the Preparis—saw Narcondam—saw the Islands Torres—pass to leeward of Clara—anchor off Olive island—saw two prows—plant various seeds of stone fruit—saw an extensive strait to the southward—reference to land views—Marble Harbour—Garden Islands—East Foreland—South Foreland—Stable's Strait—Wheeler's Strait—Westminster Hall—Lord Loughborough's Island—Sir John Macpherson's Strait—Sir Joseph Banks's Island—Sir William James's Island, or Susannah—Bonnet Islands—Aldersey's Strait—large and small oysters—Flat Island—Dommel Island—Iland St. Matthew—Nine Pins, Naked Hump, and Needle Rocks—Various small islands, named from their apparent shape and relative situation—Five Islands—Coast of Mergui—Aladine Islands—Lord Macartney's Bay—Hastings's Bay—Fish Harbour—supposed harbour on the main—Alexander's Peak—Sayer Islands—Junk Ceylon—Pulo Rajah—Sail for Queda; account of it and Pulo Pinang

ACCOUNT OF THE ISLAND JAN SYLAN.

Situation—extent—name—Popra Harbour—Pulo Panjang—Strait Leheer—Terowa Village—government—villages—population—visit the governor Pee-peemont—fruits—animals—climate—opium—trade—pagoda—Tellophys—money called poot—governor's monopoly of trade — — — —

ACCOUNT

C O N T E N T S.

ACCOUNT OF ATCHEEN.

Name—extent—magnitude—revenue—manufactures—king's monopoly of trade—excellent fruits—trade of the Chulias—imports—king's appellation—officers of state—money—weights and measures—exports—industry of the Chulias—fishing boats called Kolay—Jellore—Ballellang—Banting—face of the country—swelling of the river—excellent horses—depth on the bar—salt golas—Maldivia boats—dried bonetta—king's palace—(Dallum) Surat Passage—Nalaboo, very small fishing boats—Soofoo Harbour—Bombay ship—Portuguese trade—country ships—two English vessels cut off at Pedir—Atcheen treachery; horrid murder of five Europeans—audience of the king in 1764—presents—king's appearance—reprehension from the minister—king's politeness—presents returned—embassy from Bencoolen to Atcheen in 1772—troubles in the town—embassy proves abortive—visit Atcheen in 1775—king's illness—visit Atcheen in 1784—audience of the king, sultan Ooladine—his remarks on gun carriages—digression—further intercourse with the king—fond of music—am created knight of the golden sword (oran caio derry piddang mas)—take leave—king afraid of his nobles—appearance of the palace—king's character—elephants—mosques—priests—punishments—strange request of an Atcheener—character of the Atcheeners—no Chinese at Atcheen—Mr. Marsden's just account of Sumatra

37

Of sailing from Atcheen Road down the coast of Sumatra—Surat Passage—Sedre Passage—Siddoo Harbour—King's Bay—Towns in King's Bay—Saddle Island—China-hat Hill—Cap Island—Nalaboo—Soofoo—Double Cape—Pulo Duo—Peak of Pulo Bania—Passage Island—directions to pass it—Sinkel River—Leaga Harbour—Capt. Duggin's mate assassinated there in 1753—Ship Experiment wrecked on Bird Island in 1772—Pulo Mazular—Tappanooly Harbour

61

From Tappanooly to Fort Marlbro'—Cascade on Mazular convenient to water at with dispatch—Caracara Hill—Natall Hill and

Road

C O N T E N T S.

Road—Tammong Island and Harbour—Ship Shaftsbrook lost— Ayer Bongou Road—Good police of the Dutch—Pulo Toojoo— Padang Head—Good Road of Pulo Pisang—Pulo Cinco Har- bour—Serenty Island and Road—No shelter for shipping between Serenty and Fort Marlbro’—Rat Island Bason—Pulo Bay, un- healthy—Recommended to be avoided	—	—	66
---	---	---	----

OF THE ISLAND CELEBES.

Name—Situation—Buggess Bay—Tominee Bay—Tolo Bay—Lit- tle Paternoster Islands—Climate—Rivers—Six divisions of Ce- lebes—Goa—Bony—Warjoo—Sopin—Silindrin—Mandar— Buggess colonies—Goa attacks Macasser in 1780—Character of the Buggesses—Extensive trade—Reasons why the Dutch keep possession of what they have on Celebes—Manufactures—Shipping—Bug- gess language—History lost—Ingenuity—Religion—Marriages— Trade to New Holland—Revolution of government at Passir, in 1772; honourable behaviour of the Buggesses to the English on that occasion—Yearly produce of Celebes to the Dutch in gold— Dutch Fort near Koandang—Description of the Sewa or Buggess Bay—Island Bally—Noquedah Inankee, his hints about various harbours on Bally and Lombok—Mode of getting gold on Celebes and Sumatra	—	—	70
---	---	---	----

A TREATISE ON THE MONSOONS IN EAST-INDIA.

INTRODUCTION	—	—	—	—	93
Of the Monsoons in general	—	—	—	—	95
Of the Causes of the Monsoons in India; their Analogy to what we find in the Atlantic; and how they coincide with or oppose the Trade Winds	—	—	—	—	96
Of the Middle Cross Winter Monsoon	—	—	—	—	99
Of the Cross Summer Monsoon	—	—	—	—	102
Of the most eligible Track to keep from Europe to East-India	—	—	—	—	103
Of the Monsoons of the South-West Coast of the Island Sumatra	—	—	—	—	107
				Of	

C O N T E N T S.

<i>Of the proper Track to keep in going from Madras, or Bengal, to Bencoolen, Batavia, or Parts further East, during the Winter North-East Monsoon</i>	— — — — —	111
<i>Of the Track to keep from Madras, or Bengal, to Bencoolen, during the South-West Monsoon</i>	— — — — —	112
<i>Of the best Track to keep from Indostan to Celebes, or the Moluccas, during the South-West Monsoon</i>	— — — — —	115
<i>Of sailing from Indostan to Magindano at all Times of the Year</i>	— — — — —	116
<i>Of the Outer Passage to Bombay; of Cross Winds in the Bay of Bengal; Currents in the China Seas; South Coast of Africa; Passage Home</i>	— — — — —	119
<i>Proposal for making Ships and Vessels more convenient for the Transportation of Passengers</i>	— — — — —	123
<i>Thoughts on the best Mode of preserving Sea Provision; or, of Victualling Ships in Warm Countries</i>	— — — — —	129
<i>Idea of making a Map of the World</i>	— — — — —	139

I N T R O-

I N T R O D U C T I O N.

WHEN we consider of what importance our possessions in India are now become to the British nation, every thing connected therewith, either in a commercial or political light, has a title to public attention.

The following is a short account of a chain of islands that lie on the east side of the Bay of Bengal, which might, to this hour, have been as little known as they were many years ago, if, when I set out from Calcutta in June 1783, to survey the Andeman Islands, I had not fallen to leeward of them.

These islands, known generally by the name of the Mergui Islands, or the Mergui Archipelago, I unawares and unexpectedly fell upon ; and though I had often seen many of them in running up the Bay of Bengal, I had no idea of their lying in that regular order in which I found them, forming a connected barrier against the south west monsoon, for a length of a hundred and thirty-five miles from north to south, with a strait between them and the main land, from thirty to fifteen miles broad ; and good anchorage, good soundings, and regular tides, all the way.

Through this strait a vessel may tide it up from the island Clara lying in $11^{\circ} 15'$ (which may be considered as the key to it, entering from the Bay of Bengal) to the Aladine Islands, in 9° north latitude ; whence, with a spirt of wind, which in July and August

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often

often hangs to the northward of west, she may get on, round Atcheen Head *, and so proceed to Europe; thus escaping being embayed, as ships heretofore have often been, and obliged to lose many months in consequence of their being in a manner locked up in different harbours until the north-east monsoon returned. The harbours they generally went to were Nigras in Pegu, Syrian River in Pegu, and a harbour behind King's Island (nearly east of Clara Island) in Mergui, a map of which harbour (much frequented by the French formerly) is published in the old India Directory by Thornton.

Was this chain of islands one continued island, it doubtless long before now would have attracted notice; but the maps extant having thrown down a parcel of islands at random, generally small, and no soundings, the navigator, afraid, looks on them all with a suspicious eye; and having no chart on which he can in the least depend, chuses to have nothing at all to say to them, and puts his ship's head another way.

The islands are generally divided by bold channels, and I am certain there are many more than what are represented in the map: some rocky islands, some hilly, some flat; but, in general, covered with trees on a good soil, in a climate always cool and favourable to vegetation; great plenty of fish; and the rocks which border the smaller islands are generally incrusted with a small delicate oyster, between high and low water mark, with which a boat presently gets a loading: there are also larger oysters found in the mud, at low water, and a particular clam sort with red rows. The highest rise of the tide is twelve foot on the springs; and the vicinity of the continent moderates the very fresh gales that prevail in

* Having fetched Atcheen Road, where the ship will meet with good refreshment, she can back and fill with the tide through the Surat passage, on the starboard tack, anchor in a smooth road behind Slipper Rock, near Siddo Harbour, put off, and with the wind at W and NW get down the coast of Sumatra.—See the Voyage to N. Guinea.

the

the Bay of Bengal during the south-west monsoon, and which in one particular part of the bay, being checked by the high and extensive mountain that lies in a north and south direction the whole length of the great Andeman Island, blows with redoubled force a few leagues to leeward of that island, in very deceitful flurries and squalls, and then lulls for ten or twenty minutes, as I experienced frequently in this voyage, when, falling to leeward, I endeavoured in vain to work up.

The climate and soil being so good, I make no doubt but that many European vegetables and tropical fruits would grow in great abundance.

There are also several harbours and good roads for shipping. Hastings Bay is land-locked, depth from eight to five fathoms, and very capacious. On the opposite coast is a river that is navigable for small vessels a little way up to the isthmus of Kraw, where the portage or carrying place is but six hours to another river called Tomfong, which, without falls or rapides, runs through a well inhabited country, subject to Siam, abounding in rice and cattle, into the bay of Siam, near the Larchin Islands (see the Directory). This account I had from Pee-peemont governor of Jan Sylan in 1784 (commonly called Junk Ceylon), for the king of Siam, and formerly governor of Kraw, when the country about Kraw was well inhabited, and the road across the isthmus much frequented, before the wars which, thirty years ago, between the Peguers and Birmahs or Burmahs, had greatly depopulated this quarter.

The French used to frequent King's Island near Mergui, and taught the natives how to build ships, not only there, but at Rangoon in Pegu also. Mergui has a good harbour; but a strong hold there would not be so eligible as one at St. Matthew, for two reasons: the first is, that the harbour behind King's Island is not in

the track of shipping, being a good way to the eastward, and so far has the disadvantage of being what the French call a *cul de sac* in the south west monsoon; a second reason is, that the vicinity of the power of the continent, of which the settlement is supposed to be independent, might be irksome, as there is no doubt of the vast power of the Birmahs, to whose armies a short transit to King's Island would be nothing; but difficult to transport a force to St. Matthew, should we think fit to oppose it with a single frigate.

The immense riches of the continent of Pegu—whether in the necessities of life, teak timber for ship building, bees wax, tin, dammer, earth oil for preserving teak built ships, stick lack, shell lack, jars of all dimensions, some of immense size, much sought for all over India, rattans, and many other bulky commodities—are well known; without mentioning the more precious articles of gold, silver, and precious stones, especially rubies. A small traffic has always been carried on from Coromandel and Bengal to this country; but it might be greatly extended. The English, French, and Portuguese are generally the carriers of coco-nuts from the Carnicobar Island to Pegu, of which I believe there never was a glut; so much is the coco-nut considered, almost as much as rice, a necessary of life in Pegu: and although the islands that produce them are much nearer Pegu than Coromandel, yet, not being a maritime people, they are supplied with what they cannot do without by strangers. It is needless for me to say how far we should lull the Peguers in their indolence, thereby increasing our country shipping, and of course our Lascars (Indian sailors), a worthy set of people, who, as Seapoys, having often fought our battles with credit on shore, would, I dare say, from what I know of them, distinguish themselves at sea, when mixed with a small proportion of Europeans.

The coco-nut (which the Peguers, Birmahs, and all the inhabitants

tants of the continent on this east side of the Bay of Bengal are particularly fond of) does not thrive but near the sea: the Mergui islands would produce millions of them. The nut, when sweet, is used much in common cookery all over India; and, even when rancid, gives oil for various uses, especially in mixing with lime to put on ships bottoms, to exclude the worm. The rind or husk makes good rope, called coir; and the palm wine, called at Madras toddy, if not used sweet, makes excellent vinegar.

We, much to our credit, gave a bounty to ships to go to Greenland to catch whales, because oil must be had for lamps as well as ships bottoms. The whale gives only oil and a little whalebone; the coco-nut gives oil and a most excellent rope. Were these islands colonized by Indians from the coast of Coromandel and Bengal, groves of coco-nuts would soon appear. Coromandel does not produce coco-nuts sufficient for its own consumption, perhaps at present less than formerly; and yet, during Mr. Saunders's government in 1754, I have known Chulia (Moors) vessels carry coco-nuts from the Nicobar Islands to Madras, a distance of seven hundred miles. I fear universally the late depredations of war have much diminished the number; for, to a hungry Seapoy, the coco-nut tree is both food and fuel*. The coir makes excellent rope; and, being elastic, gives so much play to a ship that rides hard at anchor, that, with a cable of one hundred and twenty fathoms, the ships retire or give way sometimes half their length, when opposed to a heavy sea, and instantly shoot ahead again; the coir cable, after being fine-drawn, recovering its size and spring. It is a usual thing for valuable large ships that leave the Ganges in August and September, against the south-west monsoon, to have a coir cable fresh made under the eye of the chief officer, for a stand-by. Hempen cables are strong and stubborn, and ships often founder

* The heart of a coco-nut tree weighs from twenty to thirty pounds, and is as good as young cabbage.

that

that ride by them, because nothing stretches or gives way ; the coir yields and recovers.

I believe the Pegu government care little about these islands, and I dare say would not oppose our settling in them ; nay, such is the ignorance of these Asiatics, from what I have heard, that, were we to say by an ambassador to Ava, the capital of Pegu—St. Matthew is useful to us on account of its harbour ; let us possess it, and we will supply your country with coco-nuts, which our Indostan subjects will plant themselves, and even carry them home to you, at the old price of ten rupees per hundred—were we to say so, I really believe they would gladly close with our proposal.

The Peguers consume a deal of iron, not only in bars and bolts, but wrought up in all kinds of tools for ship-building, and all sorts of common cutlery. They have built for Europeans many excellent ships, paid for in nothing but Indian or European merchandize. Our woollens find a good market, even sold dear as they are at second hand : the consumption would be immense had we an agent at Ava.

In a country of such great extent, and where mere territory is of little value, some parts are utterly neglected ; but even this neglect has its advantages in a particular instance. A great way above Ava there is a tract of country lying between the kingdoms of Pegu and China : here an annual fair is held during the fine months of January and February ; for the other ten months it is a desert. This I learnt from a Monsieur Chapel at Calcutta, who had long resided at Pegu ; and shews great political wisdom, as it prevents the possibility of disputing about borders.

In Bengal they build ships, but they have no good timber. The teak comes mostly from Pegu ; some from Batavia and Bombay.

A teak ship, oiled yearly with earth oil, will last against four oak ships. At Surat and Bombay they oil the inside of their ships regularly when they come off a voyage.

In time of war, we certainly could have frigates built in Pegu, and paid for entirely in merchandize : the merchandize is sold for teecalls, a round piece of silver, stamped, and weighing about one rupee and a quarter. The teecalls are of different fineness, and the stranger must employ a shroff. These teecalls are forbid to be exported.

I have mentioned coir for cables : coir makes also small cordage for running rigging ; and it passes much freer through the blocks than hempen rope, which, if wet, grows hard, and does not run free, owing to the tar casing it, by the heat of the climate ; and the rope is stubborn, especially after rain.

There is great choice of timber on these islands ; possibly there is teak, but I did not find it. I found the Malay poon excellent for masts ; and saw many other tall and stately trees in the woods.

There are many beds of black slate and marble, much dammer, swallow (*biche de mer*), for the China market ; and edible birds nests, I am told, are found in plenty amongst the Aladine Islands. There is every where much coral rock fit for burning into lime.

But it may be said, “ To what purpose trade in these bulky articles ? There is no profit by dealing in coco-nuts, timber, slate, stone, and lime.” Possibly our ancestors said so of coal. The Spaniards certainly argued thus when the precious metals were brought first from America to Europe, thinking themselves happy in proportion to their value, combined with easy carriage ; and

and possibly, if it is true what is said of the navigation laws they mean to make, they now see their mistake.

It also may be said, the East India country ships will not be able to save sailing charges. Here I must observe that, in India, vessels fitted out and sailed by natives alone, sail at a much less expence, even less than one half of what they do when fitted by Europeans, although sailed by an Indian crew; such is their frugal management: and, amongst these islands, the Lafcars could nearly maintain themselves with fishing, from inexhaustible stores; and find many articles to fill up their vessels, that Europeans would never think of; therefore, being encouraged, would much increase our Indian sailors.

A fleet of ships can get from Hastings Bay to Madras, when no ships can get to Madras from Trincomaly, in December: this is surely a great advantage. I consider also St. Matthew as being healthier than Trincomaly; there being no very high mountains to stop the circulation of air, and cause violent heats, as I am told there often are found at Trincomaly.

As the west coast of the Bay of Bengal is inhospitable for shipping, there being no harbour for large ships, the opposite coast affords many excellent harbours, Arrakan, Cheduba, Nigras, Sirian in Pegu, a harbour near Martavan, Tavay River, King's Island, several harbours in this archipelago not yet particularly surveyed, of which I consider Hastings Bay on St. Matthew as the capital one, Junk Ceylon, Telibone, Pulo Lada, and Pulo Pinang already settled.

The two coasts differ also materially in many other respects. Coromandel has no soundings about thirty miles from the shore; this east coast has soundings two degrees off. Coromandel is, comparatively

tively speaking, a clear country ; this is covered with wood. Coromandel is often parched with heat, from winds blowing over burning sands ; this is always cool. On Coromandel the mouths of rivers are barred with sand ; here they are deep and muddy. Coromandel has often destructive gales ; this, seldom any. Coromandel is like cultivated Europe ; this, like wild America near the sea : the first has no precious metals ; the last produces gold, much silver, tin, wax, and precious stones, chiefly rubies, besides many other articles already enumerated.

In another voyage I made through this strait, in 1784, I had an opportunity of correcting the map made in the first ; but being bound to Rhio in the strait of Malacca, on particular business, I could not stay amongst the islands so long as I wished. In the two voyages through the strait, I made about forty different views of land, which I hope will in a great measure direct the navigator through this pleasant strait, never before surveyed. It is about seven or eight hundred miles nearly E by S of Madras ; less than a week's sail, in the SW monsoon ; and, in the NE monsoon, it may be fetched in fourteen days ; because, although the current sets then to the southward near the coast of Coromandel, near the eastern shore it sets to the northward, by the body of water coming from the strait of Malacca out of the China seas.

I have said these islands can be colonized by natives of Indostan, whose discretion of character would be most likely to assimilate with the natives of the continent, and with whom in a short time they certainly would have intercourse. The unequivocal proofs we could give both to the courts of Ava and Siam, that we did not aim at any thing on the continent ; the sight of our force, in ships which might occasionally touch at St. Matthew ; and the favour we might obtain from both these courts, by offering mediation in their quarrels, which often happen, they having been at war about

five years ago—would impress high ideas not only of our power, but moderation. The commercial advantages we might by our address obtain from both these courts, and the consequent increase of shipping, are surely objects of importance; besides having a seaport equal to any in the world, within a week's sail of Madras, in the vicinity of a country abounding with cattle and rice; and through that country, over the isthmus of Kraw, a speedy intercourse between Bengal and China by letter, without going round the Malay peninsula, by the Malacca strait.

A very sensible account of Pegu has lately been written by Mr. W. Hunter, who says, “Although the natives of Pegu may once have entertained prejudices to our disadvantage, yet there is every reason to believe that such an uniform moderation of conduct as has distinguished the latter transactions of the British government with the natives of India, would soon remove them all. The present government of Pegu express the highest respect for the English East India Company: and they gave an example of it in the treatment of the Success Galley, the ship Mr. Hunter was in; which, because she was loaded on account of that company, enjoyed much greater indulgences than any other foreign vessel that ever entered the port of Rangoon.

Here it is sufficient to hint that a skilful management between the two nations that inhabit this country, the original Peguers and Birmahs, might make the nation that should undertake the office of a mediator highly respected by both parties.”

What Mr. Hunter says of the healthiness of Pegu, even during the rains, I have heard asserted by many.

V O Y A G E
F R O M
BENGAL TO THE MERGUI ARCHIPELAGO,
I N T H E
E S T H E R B R I G.

Leave the Ganges—pass the Preparis—saw Narcondam—saw the islands Torres—pass to leeward of Clara—anchor off Olive Island—saw two prows—plant various seeds of stone fruit—saw an extensive strait to the southward—reference to land views—Marble Harbour—Garden Islands—East Foreland—South Foreland—Stables Strait—Wheeler's Strait—Westminster Hall, Lord Loughborough's Island—Sir John Macpherson's Strait—Sir Joseph Banks's Island—Sir William James's Island, or Susannah—Bonnet Islands—Aldersey's Strait—large and small oysters—Flat Island—Dommel Island—Iland St. Matthew—Nine Pins, Naked Hump, and Needle Rocks—Various small islands, named from their apparent shape and relative situation—Five Islands—Coast of Mergui—Aladine Islands—Lord Macartney's Bay—Hastings's Bay—Fish Harbour—supposed harbour on the main—Alexander's Peak—Sayer Islands—Junk Ceylon—Pulo Rajah—sail for Queda; account of it and Pulo Pinang.

1783. **T**HE pilot having been sent on board a snow that was passing, Saturday June 14th. by our own boat, at 2 PM we anchored on the Eastern Sea Reef, at the mouth of the Ganges, in 10 fathoms, sand.

At 10 weighed with the ebb tide, and lay up SSE before noon: made a SE course 45 miles.

15th. The first part moderate, the latter hard squalls with rain, thunder and lightning: our course to-day was SE by E 70 miles: had no observation.

1783.

Monday June 16th. Southerly winds mostly, with calms: made an ESE course, and run 40 miles.

17th. Much rain and many squalls from the southward: towards noon calm, had a great swell; course SE $30'$.

18th. Variable winds and calms, the sea much fallen: dried our spare sails, and many other things, that had got wet and mouldy by the late damp weather. To-day many sharks were about the ship; hitherto have had no observation to be depended on; to-day found we were in $18^{\circ} 38'$. Our meridian distance from the *Fairway* being $2^{\circ} 55'$.

19th. Variable winds, with squally weather and rain: run only 57 miles.

20th. Fresh gales and dark cloudy weather: ran $79'$, on different courses, mostly SE; had no observation.

21st. Fresh breezes and fair weather the first part; from midnight the wind increased to a very fresh gale; lay-to 3 hours in the night, wind at south; had no observation.

22d. Fresh gales at SSW, lay up SE; to-day our meridian distance from the *Fairway* was $3^{\circ} 12'$, our lat. $16^{\circ} 47'$ by a good observation.

23d. Moderate weather, ran SE by S 96 miles; lat. $15^{\circ} 43'$.

24th. Moderate weather, lay up south, wind WSW; at night lay-to some time, on account of the *Preparis Rocks*.

At day-light saw them to leeward.

At noon our latitude was $14^{\circ} 40'$.

The N end of <i>Preparis</i> bearing	NE $\frac{1}{2}$ E $10'$
A rock A in one, with a spot of sand above water . . .	ENE $6'$ by estimation

and

1783.

and two *islets*, disjunct from the *main island*, bearing
when in one NE by N

See View letter C, where the *islets* are open.

I find no current in my run from the *Eastern Sea-Reef*, making the *Preparis* lie $4^{\circ} 30'$ E of it; the run not to be depended on.

Wednesday June 25th.

Fresh breezes and cloudy weather.

Saw *Narcondam*; it makes like a cone, with the top obliquely cut off, bearing S.

At noon it bore S by W 8 leagues.

26th. Fresh breezes from the SW, with rain; lay up SE; lost sight of *Narcondam*.

27th. Fresh gales from the SW, with heavy squalls and rain; it sometimes shifted to the NW, and blew hard, then lulled and blew hard again in squalls. We were often obliged to run E and ESE, under main and fore stay-sails, as there ran a great sea.

28th. Hard squalls from the SW to the NW, and heavy rain.

At 8 PM lay-to under main and fore stay-sails.

At 8 AM made sail; had no observation.

29th. Hard squalls from the SW, and heavy rain.

At 6 PM lay-to under main and fore stay-sails, at night under bare poles.

At 4 AM hauled the fore stay-sail down; just after setting it battened down the hatches, there being a great confused sea.

At 11 AM made sail, standing West, wind at South..

Heavy.

1783.

Monday June 30th. Heavy squalls, with much rain; in the afternoon we were under a fore stay-sail only; towards noon more moderate, lay up SE. Lat. $12^{\circ} 9' N.$

July 1st. Squally, with heavy rain: about midnight handed all our sails but main and fore stay-sails.

At 1 set them again.

At 2 was obliged to lay-to as before, under main and fore stay-sail.

At 5 it was moderate: made sail to the SE, wind at SW by S.

At noon saw the island *Tores* bearing E 5 or 6 leagues off. No observation.

2d. Squally rainy weather; lay up SSE; the wind came sometimes to West for half an hour, then came again a-head.

At 5 PM it clearing up, saw the island *Clara* bearing SE; stood off all night; in the morning could not fetch in with it, as I proposed to anchor under its lee; brought it however to bear SW about 9 in the morning; we then had 29 fathoms, *sandy ground*; bore away NE, along the coast of a *large island*, that lies in a direction pretty near NNE and SSW, between the island *Clara* and the *main land* of *Tannaserim*; at the N extremity is a *small island*, with a *rock*, like a *Malay prow under sail*, close to it. Luffed up close to it in 15 fathoms, *sandy ground*. It then bore SW; before noon we anchored in 15 fathoms, *mud*; further on behind *another small island*. Coming thus far from near *Clara* we had gradual soundings, *sandy ground*, sometimes with *mud mixt*, from 29 to 15 fathoms. A ship could very well have anchored in with *Clara* bearing SW, and be sheltered from the swell.

3d. Squally rainy weather until morning; then fine weather. Shifted farther in, to 7 fathoms, *muddy bottom*.

At

1783.

July.

At noon had a severe squall, with rain as usual: shifted farther in, to 4 fathoms, *muddy bottom*; lay here until the 13th, having mostly squally weather, but the squalls were of short continuance, with fair intervals, cool and pleasant, with a clouded sky; whilst without there was all the appearance of strong gales and much rain; but I still expected, as the vessel was strong and tight, having hitherto, though often in very bad weather, made no water, to be able to get to the southward and westward, to prosecute my voyage, and hoped to have the same smooth water under the lee of the *Great Andaman* as I found under this *large island* near which we lay (close to a small one), to the eastward of which I could, at a distance, see what I took for the *main land* of Mergui.

Friday 11th. Saw to-day 2 prows under sail, to the eastward of us; they steered NE, being about 6 miles distant.

I gave the name of *Olive Island* to that near which we lay. It is hardly a mile round, with choice of timber trees, has *fresh water* and a *fine soil*, upon strata of marble and black slate, close to 4 fathoms smooth water: we planted here several *peach stones*, from *Bengal*; also *Mango stones*; and named it from the fruit we found there, both green and black, being the *true olive*; the long island I called *Sullivan's Island*.

13th. Tried with the tide to get to the *westward*, but was obliged to return, as the tides are only felt close to the land. It flows here full and change about 1 o'clock, and the spring tides rise about 10 feet perpendicular. The latitude of *Olive Island* is $11^{\circ} 20' N.$ Near *Olive Island* is a *small island*, which I call *Rat Island*; there is a narrow strait between them, with 4 fathoms water. W by N of *Olive Island*, half a league, is *Button Island*, so called from its shape; and further to the WNW is *Two-Hill Island*, about the same distance: as this last mentioned; near it is the remarkable rock like a *prow under sail* already spoken of. South from *Olive Island* about 3 miles, is a small *shallow bay*, where we found an old canoe, and several other marks of people that had been there, plenty of *timber*, store-

1783.
July.

of bamboos, and good water. Took in marble ballast, pebbles from two to six pound weight, generally white, some white with red streaks, some white and blue.

Seeing an extensive coast towards the SSE, and hoping to make discoveries of greater importance than I at first expected that way, as the tides were regular, running along shore about 3' per hour, on the springs, and despairing of getting to the westward, where I was certain of a foul wind, and no tide, unless I kept on the weather side of the *Great Island*, a thing impossible; for these reasons I resolved to go within, where there was a weather shore, anchoring ground, regular tides, and a wide channel.

But, before I proceed, I must refer the reader back to certain views of land already taken, which, as the elevation of a house ought to correspond with the plan, these views will, I hope, be found to correspond with the map. Letters B and C give two views of the *Preparis Islands*, the first land I made; letter A is a view of the *Cocos*, south of the *Preparis*, taken whilst on another voyage; this time I did not see them, falling to leeward. No. 1 gives *Clara Island* (see the common Directory), some rocky islands near it, and some other islands that lay ESE of it. No. 2 is *Sullivan's Island*, seen from between *Clara* and it, from 25 fathoms, sand and mud; with another view of *Clara*, marked also No. 2; and here I must observe, that in these views, when there are two or three numbered alike, it signifies that they were seen at the same time, or from the same spot. No. 3 is *Narcondam*, having all the appearance of an old volcano. No. 4 shews *Rat Island*, *Two-Hill Island*, *Button Island*, and *Olive Island*, from close to one of the *Dolphin Islands*; also what I call the *Cap*, being like a jockey's cap a good way off, but which is not in the map, its true distance being unknown.

No. 5 shews the *Dolphin Islands*, from near to *Breaker Island*. At the same time a remarkable saddle on *Sullivan's Island* bears SW $\frac{1}{2}$ W; accordingly, it is also numbered 5.

No. 6

No. 6 shews the *East Foreland*, and the *land* far to the southward of it, also some *small islands*; and No. 8 the same *foreland*, with several other *islands*, specified in the View to the northward of it.

No. 7, rather irregularly placed, being taken when I attempted to go out, but returned on the 13th, as has been said, shews part of *Olive Island*, the *Button*, and *Two-Hill Island*. I now go back to *Olive Island*, near which, in No. 9 (*Jockey Cap* being shut out of the View behind the N point of the island), another *high island*, like *Clara* in height, appears bearing NE by E $\frac{1}{2}$ E, whilst the *main* is seen far off.

No. 10 shews the *entrance of a harbour*, which I call *Marble Harbour*, and the *island* that forms it *Marble Island*, from the quantity of that stone I found there.

All along, from *Clara* hitherto, the navigation must be safe, especially in the SW monsoon; during the NE monsoon, the weather must be fine, consequently the navigation both safe and agreeable. The *large island Sullivan* keeps off the SW blasts; and, as I have said, it is often fair without hot sun-shine, which makes it pleasant; and it seems to be a fine climate, and favourable to vegetation.

In the *View*, No. 10, the land bearing SE by E must be the *main land*, being the same distant land that is seen in No. 9; several *low islands* also appear in No. 10, to which I give the name of *Garden Islands*, having found *wild plantains* and other fruits upon them; they are represented in No. 6. Before I got thus far, we passed within *Half-Moon-Shoal*; it is covered at high water; here is depth for any ship within it; we also passed the *East Foreland*. See *Views*, No. 5 and 6.

July 16th. On the 16th we were off *Marble Harbour*, in 10 fathoms, mud: here we anchored, and sent the boat to survey it; but bad weather

D

coming

1783.

coming on, she soon returned, having done but little; however she found a *spit* of *sand* run off from the *point* I call *Stony Point*, with 2 fathoms water on it, and 4 fathoms within it, *muddy ground*.

On the 17th it blew very fresh, with heavy rain; the water being smooth, we rode fast with half a cable in 6 fathoms, near the shore, the *East Foreland* bearing NW by N.

On the 18th we passed *Flat Bay*, where there is 2 fathoms water, at near a mile from the shore.

July 19th. On the 19th, passed the *south extremity* of *Sullivan's Island*, lying in about $10^{\circ} 48' N$ latitude, which makes it 30 miles in length, from N to S. I am pretty certain it is not above 20 in breadth. Its *south extreme* I call the *South Foreland*, where there is a narrow, but seemingly bold, *strait*, that separates it from *Eyles Island*; I call it *Wheeler's Strait*: three *islots*, like *buttons*, lie in the *fair way*; some *islands*, from 6 to 10 miles round, appear to the westward through this *strait*. *Eyles Island* is 3 or 4 miles in length from north to south, but narrow from east to west; it bounds *Wheeler's Strait* to the *southward*: to the southward of it, is *Forster's Island*, round in shape, and 2 or 3 miles in compass; then appear four *islots*, in the *passage* between it and *Steep Island*, with bold channels; here the *flood* sets from the westward pretty strong.

22d. On the 22d we passed by *Stable's Strait*, leaving it on the right hand, where the two small but high *islands*, called the *Sugar Loaf* and *Saucer*, are remarkable; also *Westminster Hall*, near *Steep Island*. See the *Views* No. 11, 12, and 13. In No. 12 a large *island* appears at a distance; I call it *Lord Loughborough's Island*.

23d. On the 23d we were abreast of *Macpherson's Strait*, through which *Lord Loughborough's Island* again appears, between *James's Island* on one hand, and *Banks's Island* on the other. In this View, No. 14, the *Cannister*, at the north end of *James's Island* (probably *Susannah*), is remarkable, with some dangerous looking rocks near it, above water.

I had

1783.

(9)

I had forgot to say, that abreast of *Steep Island*, to the eastward, are some *overfalls*; and I wish to observe that large ships navigating here, at least until this wide strait is better known, should have their boats out. I do not pretend to have surveyed but where *soundings* are marked; whilst the ship is at anchor, the boats can all be usefully and pleasantly employed in hauling the seine, wooding, &c. We come now to *James's Island (Susannah)*, about the height of *Clara*, and twice as large: east of the south part are some *overfalls*; a league off, within a mile of it, is a *shoal* of sand and rocks, covered at high water; there may be other dangers.

July 24th. On the 24th, after heavy squalls of rain, had a light breeze from the eastward, with which I stood towards an *island* to the southward, which I call *Flat Island*; anchored near a little *button island*, that lies close to its eastern point, in 6 fathoms water. Saw a deal of *sea weeds* close to us in 2 fathoms water, sprouting from *loose stones*; we therefore weighed and stood round this *button rock*, leaving it on the left hand, and anchored abreast of *Flat Island* in 9 fathoms, *mud*: see *View*, No. 15.

The *Bonnet Islands* near which we lay, of which there are *five*, are remarkable: the tide sets strong between them, through *Aldersay's Strait*; the flood from the westward, the ebb to the southward. Here, between the 3d and 4th *Bonnets*, which lie close together, we found abundance of *large clam (scalloped) oysters*, about the size of a man's hand, some with red rows, at low water, spring tides; and small ones at all times. On full and change it is *high water* here at 12 o'clock, the tide rising about 11 feet perpendicular. We lay here until the 1st of August, having fresh gales from the SW, but little rain.

We could see, what I took to be, *Dommel Island*, mentioned in the Directory, bearing NE.

Flat Island extends only from E to W about one mile and half. We sent the boat on shore frequently, and planted *peach* and *mango* stones,

1783.

stones, and other feeds. We also crossed it, and found various fruits, the *St. Helena yam*, called by the Malays *clody*, a kind of red berry agreeable to eat, wild *plantain*, *bamboos*, *rattans*, and tall timber trees, growing in abundance; here is also good *fresh water*, issuing from a *rocky eminence*, about the middle of the north coast of the *island*, near the *rocky button* already mentioned: see *View*, No. 15. The soil is various, black mould and clay, mixed with sand: altogether I take it to be very healthy: good water, no swamps, and well ventilated at all times.

Was a ship in distress to run behind this *archipelago*, where on every island masts may be cut, I would recommend this *island*, to send their sick upon; the oysters at the *Bonnet Islands* are in great plenty, and plenty of fish to be caught by hook or seine. We also went upon *James's Island (Suzannah)*, where are remarkable *large trees*: there we saw many prints of the feet of *wild hogs* or *deer*.

July 29th. On the 29th, we could perceive the *shoal* already mentioned, to the southward of where we lay, *dry* for the extent of half a mile. I call it *Bowen's Shoal*, from Mr. *Bowen*, my second officer, who first discovered it.

August 1st. On Saturday, the 1st August, we weighed with the ebb tide, and worked between *Flat Island* and *Saddle Island*: saw the large *Island St. Matthew* far off, bearing south. A little to the SW of *Shaggy Rock*, which lies SE of *Flat Island* a short mile, in working, we suddenly fell from 10 to 6 fathoms, in a strong race of a tide, with *breakers*: immediately tacked, worked on, and passed the *Nine-pins*, the *Naked Hump*, and the *Needles*. See *Views*, No. 15 and 17.

At $\frac{1}{2}$ past 5, being about 2 miles west of *Cat Island*, the sea open to the westward, we had a most severe squall from that quarter, which obliged us to run under a fore-sail clued up, behind a little *button islet*, which I call the *Kitten*, close to *Cat Island*; and, just before dark, anchored with great satisfaction behind *Cat Island* in 20 fathoms,

1783.

fathoms, the sea breaking over the *Needle Rocks* with great violence : our shelter was but indifferent.

August 2d. Next day, with the tide of ebb setting southward, we worked up towards *Pine-tree Island*.

At 7 in the evening anchored in 18 fathoms, *mud*; weighed in the morning.

3d. At day-light worked up, and anchored in 13 fathoms, *mud*, one mile and a half from the *island*, its *main body* bearing SSW : sent the boat on shore; saw on the sand the print of the claw foot of an animal pretty large.

This *island* is lower than *Flat Island*. NW of it, and near it, is a dangerous *shoal*: off the west end of it, and, I believe, joining to the said *dangerous shoal*, is a *reef of rocks*, on which are *two large stones*, visible at a good distance ; I call them the *two centinels*. Close to the SW part of this *island*, is a *rocky button*; the east end of the *island* is bold: to the eastward and northward extends a *fine brown sandy beach*; but its west end is very *dangerous*. I call it *Pine-tree Island*, on account of the number of trees like pine-trees that grow there; the Malays call them *caiu aroo*: they grow generally at the mouths of barred rivers, in Malay countries.

From this *island* we saw many *large* and *small*: the *large islands* were *Sullivan's* and *James's*, which we had left to the NNW, *St. Matthew's* to the SSW, the visiting of which we had in expectation ; we also saw many *small*, the *Five Islands* to the SE, the *SE Hump* and the *NW Hump*, and *Four Saddle Island*, which form the southern boundary of *Aldersey's Strait*, in one with *James's Island* to the WNW, *Flat Island*, *Cat Island*, and *Saddle Island* to the northward, *Cannister* and *Turret Islets* to the east and north-east, and the *main land* beyond ; to the W by N *Saddle-Hill Island*, and to the SW and SSW several *islands* in a line with *St. Matthew*. A swell set in from the SW, where we had passed ; but, where we were, that swell

1783.

was broke off by the *shoal* and *reef* already mentioned, that lie off the west part of *Pine-tree Island*.

August 4th. With the wind at SSW, on Tuesday 4th August, we stood, the tide favouring us, to the SE; passed within a mile of the *northmost* of the *Five Islands*; had regular soundings from 16 to 9 fathoms.

At 6 PM anchored in sight of the *beach* of the *main land*, in 8 fathoms, *mud*, six miles from shore,

<i>Pine-tree Island bearing</i>	WNW $\frac{1}{2}$ N,
<i>The southern extreme of St. Matthew</i>	SSW.

All night had the wind at SSW.

At 5 AM weighed, but gained no ground: anchored again in 10 fathoms, *mud*, 8 miles from the *main land*, and from the *northmost* of the *Five Islands* 2 miles, it bearing W by S, latitude $10^{\circ} 13' N.$

5th. On the 5th, the wind came from the westward, and the weather threatened. Veered away a whole cable, and rode pretty easy all night.

At 7 in the morning weighed and bore away for our former station behind *Flat Island*, returning without *Saddle Island*, where we found regular *mud* soundings.

6th. On the 6th, behind *Flat Island*, it blew very fresh.

At 2 PM a prow, in appearance an Atcheen prow, having 2 masts, with 8 or 10 men on board, came in between *Flat Island* and the *Bonnets*; seeing us, they suddenly stood to the northward, and anchored beyond *Bowen's Shoal*, on the *coast* of *James's Island*, in an indifferent berth. I suspect they were afraid of us; else, in such bad weather as it then was, they would not surely have passed so smooth a road as behind *Flat Island*. I should have been very glad to converse with them, as hitherto we had met no human creature.

On

1783.

August 7th. On the 7th it blew very fresh: veered away a whole cable.

8th. Saturday the 8th, still blowing fresh from the SW, sent however the boat for a load of oysters. Next day sent her for water, being moderate. At night saw a fire on *James's Island*, a proof of a human inhabitant.

10th. On the 10th, though there was a great sea without; we heeled and scrubbed the vessel's bottom, very full of barnacles.

12th. At 8 AM of Wednesday 12th of August, we weighed and worked out, within *Saddle Island*, and passed near the *Naked Hump*.

At noon, the wind having favoured us, we were again off the eastward of *Pine-tree Island*, within a quarter of a mile of the shore, in 12 fathoms, mud: saw the *shoal* to the SW of the *Island*, and ran over part of it, in 4 fathoms, *sand*; saw also *dry*, the *reef of rocks* to the west of the *island*, with the *two centinels*, which have been already mentioned.

Stood on with the wind at WSW, and stemmed the flood.

At 1 PM, falling little wind, we anchored.

13th. Next day, the 13th, at $\frac{1}{2}$ past 1 PM, we passed close to the *east end* of the *SE Hump*, where there is on the NE part of that *Hill-Island*, a beautiful *spot* of *green grass*, close to a large bank of bright sand, in which several posts were stuck, as moorings for prows, &c. that had been there; we found the same at *Flat Island*: within musquet shot of this *green spot* we had 13 fathoms, mud. Stood on, close to the wind, S by E and SSE, in 15 fathoms water, *soft ground*, and passed within one mile of the *S Hump*.

At 4 PM anchored in 14 fathoms water, the *Ragged Helmet* and *S Hump* in one bearing NW: perceived many *small islands*, near the *main*.

1783.

main land, bearing ESE; fresh water, discolouring the sea, came from amongst them, indicating rivers that way.

From where we lay, the *Five Islands*, in a line nearly, bore N $\frac{1}{2}$ E; and a *high ridge*, or rather *promontory*, on *St. Matthew*, bore SSW.

I now beg leave to remark—Amongst a multiplicity of *islands*, to which, in order to speak with precision, it is necessary to give names, I have endeavoured, besides naming many in remembrance of friends whom I honour and respect, to call others according to *striking appearances* and *figures*: so the *NW*, *SE*, and *S Humps* are expressive of their respective relative situations; and all three, as appear in the *Views*, are in figure much alike. But what I mean by a *hump*, alluding to what grows on the *shoulders* of *Surat oxen*, may only properly be called so, when the *island* is seen in a certain attitude; in other attitudes the same island may, with equal propriety, be called the *Sugar Loaf*, the *Cannister*, &c. as the *outline* continually differs. The *three* forementioned *Humps* are very similar in size, and shape, and height. *Cat Island* looks like a *cat squatted*, in No. 15, 17, and 18; in No. 16 it is hid by *Saddle Island*: the *Naked Hump*, in No. 15, 16 and 17, where it appears twice, has *not a tree upon it*; some of the *Bonnets* appear in No. 11, far off; they all appear in No. 15, being *five* in number; *North West Hump*, and *Shaggy Rock* (this last I have great reason to remember), appear in No. 16; the *Ragged Helmet*, *S Hump*, and *NW Hump* appear in No. 21, whilst the *SE Hump* is hid behind one of the *Five Islands*; the *Ragged Helmet*, *S Hump*, *NW Hump*, and *SE Humps* appear in No. 23: the *Five Islands* are given in three attitudes; No. 20, 21, and letter *x*: in No. 16, is a conjectural *plan* of them; they are also seen afar off in No. 18 and 19; they are seemingly bold too, rugged and rocky.

It is unnecessary for me to say that in No. 18 *St. Matthew's* appears beyond *Pine Island*, &c. All this appears obviously from the *Views*; without which, and the corresponding *map*, this account can be of little use or entertainment. One thing I am happy to reflect on:

1783.

(15)

on : my endeavour to make the *views* correspond with the *map*, has rid me of a load of *description*, which is always tedious, and often obscure ; and I hope, from my first making *Clara Island*, that the reader will be able to travel with me, with satisfaction and perspicuity, having these two forementioned helps before him.

Being now near the *coast of Mergui*, I observed that it trends to the westward of south, much more than is laid down in the maps extant concerning it.

August 14th. On the 14th had moderate weather ; stood to the southward till 3 PM, then tacked and stood towards *St. Matthew's*.

Sun-set anchored in $15 \frac{1}{2}$ fathoms, *soft ground* ;

The *Ragged Helmet* bearing N $\frac{1}{2}$ W.

At 5 AM weighed, wind W by S ; but the tide turning against us, anchored in 18 fathoms, *mud* ;

Ragged Helmet Island bearing N $\frac{1}{2}$ E, at a good distance ;
The Dolphin's Nose W ;
The White Rock, which before appeared like a *boat* under
sail, bore NW by W : here we lost an anchor.

Sent the boat to a *fine bay*, W of the *Dolphin's Nose* ; I call it *Fish Harbour* ; it reaches a good way into the island, is shallow, except at the mouth, where are 4 fathoms water, *soft ground*.

15th. On the 15th, weighed and stood to the southward. Discovered on the SE quarter of the *Island St. Matthew*, certain *high rocky islands*, their sides making in bold *forelands* (very like those I once saw off *Esbé Harbour* N of *Ceram*). One of the highest I call the *Cupola Rock*, from its having like a *turret a-top*, when seen in a certain attitude : the wind was mostly SW ; I did not find the tide set so strong as I expected. At 5 in the evening a squall coming on, anchored in 15 fathoms, *soft ground* ;

The *Cupola Rock* bearing SW $\frac{1}{2}$ S,

E

The

1783.

The *Dolphin's Nose* N 6 or 7 miles, being 4 or 5 miles off shore.
See *Views*, No. 25, 26, 27, 28.

Lay at anchor until one in the morning, then weighed with the wind at SW by S.

At 6 anchored in 18 fathoms, *soft ground*;

The *Cupola Rock* bearing SW by S,
The *Dolphin's Nose* NNE.

The nearer *St. Matthew* we found the deeper water, but all *soft mud*, no hard casts, not even *sand*; had frequent squalls with rain in the night.

August 16th. On the 16th, weighed with the ebb, PM, and worked to the southward of the *Cupola*, bringing it to bear N 4 or 5 miles distant; anchored again in 18 fathoms, *mud*.

At 2 AM weighed with the wind at S, made several tacks, but gained little, as a swell now came round the south end of *St. Matthew's*; anchored at 7 AM in 18 fathoms, *soft ground*, the *Cupola Rock* being in one with *St. Matthew*—see the *Views*, No. 27, 29, 31: we were now in sight of the *Islands Aladine*; see the Directory; they lie from 9° 5' to 9° 40' N latitude, in a N and S direction. A great sea coming in from the SW, with threatening weather and much rain, fearing the loss of another anchor, as our cables in use were by this time pretty much worn, we weighed on the 17th; at half an hour past noon, stood to the northward of the *Cupola Rock*, and hauled in close to *St. Matthew*, which we coasted; and, just before dark, anchored behind *Tongue Island*, in 10 fathoms, *mud*, about half a mile from the shore.

The *high land* of *St. Matthew* bore now W of us, being close under it: dark thick clouds gathering upon it, about midnight they broke upon us, with a very heavy squall, which made the vessel drive a good way out of the bay; nothing but the severity of the wind made us drive, as the water was perfectly smooth: weighed in the morning of the 18th, and anchored again in the bay, in 12 fathoms,

1783.

August 18th. thoms, *muddy ground*; sent the boat for water to a sort of *cascade*, bearing NW of where we lay, near which, on a spot of level ground further north, the Lascars found some fresh *dung* of *elephants*, and brought it on board; but we saw *none*, nor any other *animal*; but saw the prints of the feet of *hogs* or *deer*.

In this *bay*, so near the *highest land* of *St. Matthew*, we had almost continual rain; sometimes showers, so thick that at a distance they looked like sheets of water, came down, and fell near us; sometimes were drove past; and now and then fell upon us in very heavy rain, for 3 or 4 minutes; but no alternate hot sunshine, as in some parts of the West-Indies, which would have been very disagreeable, the sun seldom appearing. Here we took in some *stone ballast*; and on *St. Matthew* picked up a parcel of *dammer*, a sort of resin with which in India ships bottoms are generally payed.

This *island*, which I call *Tongue island* from its figure, may be about 1 mile in length; its north coast and east point are bold; any ships may lie close within it; and in the SW monsoon might heave down, it is so smooth; by heaping up loose *rocks*, to make it *dry* at *high water*, at the edge of deep water; the *bay* it forms I call *Macartney's Bay*; it is, like most of the *islands* hereabout, almost entirely covered with *trees*; the east point is partly clear, being covered over with *trees* for a very little way, and may be approached within pistol-shot: see *View*, No. 26 and 32. On the west extremity the *wood* is thin, and the ground gently rising; here is a *strait*, a musquet shot across, passable by boats only, the *channel rocky*; on the springs the tide rises about 10 feet, running three and four knots past the east point of the island; the height of the *highest land* on *St. Matthew's* hereabouts may be about 1200 yards.

20th. Until the 20th we had not an opportunity to get our sails dried. On that day at 6 in the morning we weighed, and bore away for the *Dolphin's Nose*, intending to go into *Fish Harbour* near it, of which mention has been made, until the weather broke up.

1783.

August 22d. On the 22d unexpectedly we had fine clear weather, wind ESE.
Stood S.

At 7 AM

The *Dolphin's Nose* bore N by W. -

Before noon the wind came to the SSW; but, the weather being very clear and fine, gave up thoughts of a *harbour*, and stood towards the *main*, to windward of *Two-Saddle Island*. As I approached 23d. the *main*, the wind came more favourable; and about 5 afternoon, anchored between the said *Two-Saddle Island* and that next south of it, which I call *Delisle's Island*, in 7 fathoms, *sandy ground*;

The extremes of *land* in sight bearing from N $\frac{1}{2}$ E
to SW by S. -

These *two islands*, just mentioned, formed the *opening* of seemingly a very fine harbour with many *islands*; but at its *entrance* I found some *overfalls*, of 2 and 3 fathoms at a cast, but not *rocky ground*. See *Views*, No. 36 and 37. From where we lay.

The *Dolphin's Nose* bore NNW $\frac{1}{2}$ W,
And the *Cupola Rock* W $\frac{1}{2}$ N.

At 6 next morning, weighed with a light breeze at SSW, and stood on with the ebb tide; about 8 unexpectedly it came to blow 24th. from the SW, with rainy squalls: bore away for the *Dolphin's Nose*; and at 4 PM of the 24th anchored in 3 fathoms, *mud*, in *Fish Harbour*;

The *White Rock* bearing E by N about $\frac{1}{4}$ mile..

Returning from *Delisle's Island* this way, I regretted I had not yesterday stood behind that *island*, where assuredly there was shelter; it was not now prudent to go back with threatening weather, whilst I knew where I could be perfectly secure, in a *harbour* better known. The desire of visiting the unknown is often very strong; and I thought it now time lost to return where I had been before: yet to my being balked this time, I owe the fortunate discovery of one of the finest *harbours* in the *world*, which before I had overlooked,

1783.

(19)

looked, passing this way; for I took that part of *St. Matthew* which forms the harbour for a separate island.

August 25th. On the 25th August, whilst on board of the vessel they were variously employed in mending rigging, sails, &c. I went in the boat into *Hastings's Harbour*, where I found regular soundings, soft ground, from 5 to 10 fathoms. It is about 4 miles in length and 3 in breadth; is sheltered by *St. Matthew's Island*, that incloses it for 3 quarters of the compass; and several islands perfectly shut it up on the fourth quarter, the NE, from all winds. The flood sets from the westward round *Bengal Point*; and the bay being full, much of the contents set east, on the ebb, between *Hastings's Island* and the *White Rock*; then NNE, as marked in the chart; whilst a counter tide sets regular, the flood to the northward, and the ebb to the southward, next the island north of *St. Matthew*. Here the spring tides lift 11 foot perpendicular; they are not violent, running only 3 and $3\frac{1}{2}$ knots; and it is high water at full and change at about 2 o'clock.

From on board the vessel in *Fish Bay*, we at night heard the noise of some large animal on *St. Matthew*: it was a hoarse roar, at a great distance in the woods; the Lascars said it was a tiger. About a mile from the *White Rock*, SW, within *Fish Harbour*, there is a flat rock, dry at high water, with snipes and other aquatic birds frequenting it; it has 3 fathoms, soft ground, close to it. Here a ship with safety might heave down, better than at *Tongue Island*, before hinted at; the ship's lumber being on the rock, where there is room enough..

27th. We left *Fish Harbour* on the 27th at night, having employed the 26th in fishing. With a good seine, we could have caught great quantities in the upper shallow creeks, but we were badly provided in that article; finding the tide, when the *Dolphin's Nose* bore SW by S, set NNE, we anchored in 15 fathoms, mud; it continued running to the NNE many hours: weighing anchor, and running towards *Barwell's Island*, I found an opposite tide set south. Having passed

Barwell's

1783.

Barwell's Island, we worked close to *Horse-shoe Island*, where in the little bay there is good water.

Afterwards, working to the southward (for the NNE almost perpetual stream, of which at night I was not sufficiently aware, had made us lose ground), we went over a *shoal* of coral rocks, on which we had only 2 fathoms. It lies off the SE part of *Hastings's Island*; and near it, close without it, had 5 fathoms, *soft*, then 6, 7, 8 and 10 fathoms, *mud*; all is clear to the E and SE of the said *shoal*, except the *White Rock*, which is seven feet high at least, even at high water, and bold within pistol-shot. The *shoal*, near *Hastings's Island*, of coral rocks, I call *Brown's Shoal*, from Mr. Francis Brown, my first officer, who saw it first; it is but *small*, though *dangerous*: there may be other *passages* into this *harbour*, but I acknowledge I have not examined them: one thing may be depended on; there is anchoring ground, though deep, 40 to 50 fathoms, without *St. Matthew*: this I found in a *former voyage*, and it agrees with what I have heard. This circumstance of anchoring ground *without*, makes the approaching this *archipelago* the safer.

August 28th. On the 28th, had the wind from SE, worked to the southward, along the *coast* of *St. Matthew*.

29th. On the 29th, the wind came again to the SSW, but the weather was moderate.

At 6 in the evening anchored in 15 fathoms, *mud*;

The <i>Dolphin's Nose</i> bearing :	N
and <i>Tongue Island</i>	W $\frac{1}{2}$ S.

On the 30th, had fine weather, with the wind at S by W; worked to windward, with the ebb tide.

At $\frac{1}{2}$ past 6 PM, the flood coming in from the southward, anchored in 18 fathoms, *mud*;

<i>Tongue Island</i> bearing	N by W
<i>The Cupola Rock</i> bearing	W dist. 4 miles.

1783.

At 1 in the morning, weighed with the tide of ebb, having light airs from the SSW. At $\frac{1}{2}$ past 6 anchored in 18 fathoms, *mud*;

The <i>Cupola Rock</i> bearing	NW,
and The <i>Cock's-comb Rock</i> bearing	W 7 or 8 miles.

Weighed again at 11, and at noon :

<i>Delisle's Harbour</i> bore	ENE
<i>The Cocks-comb Rocks</i>	W by N, having then 17 fathoms, <i>sand</i> .

Until sunset of the 31st of August, we had a moderate breeze
August 31st. from the westward : the *Dolphin's Nose* from our deck was then just
out of sight, bearing $N\frac{1}{2}E$, and

Alexander's Island, the southmost of the *Aladines*, bore WSW, depth 13 fathoms, *sand* and *mud*.

Lying up SW, wind WNW,

At 8 PM, had light airs and calms, with dark clouds gathering
in the NW quarter ; anchored in 13 fathoms, *sand*, the tide being
against us..

Sept. 1st.

At 3 in the morning, with a fresh breeze from the westward,
and some rain, weighed and stood to the southward into 11 fathoms,
mud and *sand* ; we then tacked and stood to the westward ;
and at 8, finding the tide done, anchored in 14 fathoms,
sand ;

The <i>Cupola Rock</i> bearing	N by E $\frac{1}{2}$ E,
The Peak on <i>Alexander's Island</i>	SW, about 12 miles off:

fine moderate weather, wind SW.

At noon of the 1st, weighed with the wind at SSW, and stood
to the eastward, into 10 fathoms, *sand*, about 5 or 6 miles from
the shore. E of us lay a group of four islands : three of them, *pretty*
high, I call the *Three Sugar-loaves*.

At sunset the wind enabled us to lie up S and SSW.

Stood

1783.

Stood on till 8; then finding the tide set NE, anchored in 8 fathoms, *sand*. In the morning there appeared a *long pleasant island*, with no *bills*, but *gentle risings*; I call it *Keble's Island*; its extremes bore from S by E to E; to the northward of it is a *hummock island*, with a *white rock* disjunct from it a short mile: see *View*, No. 40, where, to the left, *two* of the *Sugar Loaves* already mentioned appear pretty close together. At the extreme of the *View* No. 40 appears a *distant remarkable peak*; the same *Sugar Loaves* appear in No. 38, where possibly what I call the *Shoulder* in No. 38 is the *distant remarkable peak* in No. 40 (y). There is a great resemblance between the *White Rock* in No. 40, when seen at a distance, and *that* which lies at the *mouth of Fish Harbour*: see *Views*, No. 26 and 33. To the eastward of *Hay's Island*, near which the *White Rock* lies, there is a *deep bay*, extending for 8 or 10 miles by computation.

Sept. 2d. Kept working to the southward, with moderate weather, taking advantage of the tide. At sunset of Wednesday the 2d September we were in 9 fathoms, *sand*;

The extremes of <i>Keble's Island</i> bearing . . .	S.
<i>Alexander Island</i>	W $\frac{1}{2}$ N.

I suspect that what I lay down as *one island* with that name, having a *peaked hill* on it, is a group of 3 or 4 islands: if so, there must certainly be good roads for shipping between them; and doubtless where all round the ground is so good, it cannot be expected, there, to be bad. At $\frac{1}{2}$ past 7 anchored in 7 fathoms, *sand*.

At 2 in the morning weighed and worked to the southward, with the ebb tide; and at 8 came to anchor in 10 fathoms;

The Peak on *Alexander's Island* bearing . . . W by N.

At anchor we could just see *Sayer Islands*.

A spirt of wind coming from the NW, at 10 AM weighed; but in $\frac{1}{2}$ an hour came to anchor again, in the same depth, 10 fathoms, *sand*. Could see land to the southward, which I take to be *Junk Ceylon*, called by the natives *Jan Sylan*.

On

1783.

Sept. 3d. On Thursday, 3d September, had variable winds from SW to WNW, with some rain; weighed and lay up to the southward, sometimes SSW.

At sunset

The *island* I took to be one of the *Sayers* (a *hump* by itself) bore WNW.

At 8 we anchored in 10 fathoms, *sand*; it was pretty moderate all night, with a swell from the WSW.

At 3 in the morning weighed, with the wind at west, stood NNE, with the ebb tide under our lee; the wind then heading us, as we wished, tacked and stood SW and SSW, had fresh squalls, at times, with rain.

At 8 AM, saw a *spot* of *breakers*, extending about $\frac{1}{2}$ a mile; they lie distant from the *main* about 3 or 4 miles, and were from the vessel 2 miles. This *bank* of *sand* or *rocks* (we could not distinguish, on which the sea broke very high) lay in a NNE and SSW direction, about 1 mile in length, bearing from the *Hump* already mentioned as being one of the *Sayers*, ENE.

The entrance of a bay on the *main* bore from this *shoal* E by S, at the mouth of which is a *perpendicular rock*, very remarkable; on the north side of the entrance of this bay, the trees are as even as a *clipped hedge*, like the *lands* on *Sumatra*, near *Lucipara*, and on the south entrance they are gently rising. See *View*, No 41.

I take this bay to be near that part of the *coast*, called *Baniger* in the *Directory*. Hence we could see an *Island*, that is also laid down in the *Directory*, about 4 leagues west of the north part of *Junk Ceylon*; it bore S by E a good way off.

4th. At sunset, Friday the 4th, the *Hump* already mentioned, being next south of *Alexander's Island*, bore NW by W, from 22 fathoms, *sand* and *mud*; lay up W and WNW, had much rain in the night;

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the

1783.

the wind shifting to W by N and WNW about 1 in the morning, with fresh squalls and a great sea, kept under courses with the fore-top sail sometimes set; towards morning the wind still favoured us, and I suspect a current also; for, at day-light I saw, with great satisfaction, the *island* mentioned, as lying off the *north part* of *Junk Ceylon*, bearing E, and the extremes of *Junk Ceylon* from SSE $\frac{1}{2}$ E to NE by N, having then 32 fathoms *sand and mud*; the *islands* of *Sayer* out of sight.

September 5th. On the 5th, had hard squalls from the W and WNW, with which we weathered *Pulo Rajah*, and bore away for *Queda*; found *Pulo Rajah* bear from *Pulo Bouton* NW: in the *Directory* it lies N by W $\frac{1}{2}$ W; had a strong current in our favour, setting SSE, and a stiff gale at NW by W, from the south part of *Junk Ceylon* to *Queda*. See Plate RY.

ACCOUNT OF QUEDA, AND THE ISLAND PULO PINANG, CALLED
PRINCE OF WALES'S ISLAND.—KING OF PERA.

QUEDA lies in $6^{\circ} 10'$ latitude, on the east side of the *Bay of Bengal*, at the mouth of a river that will admit of a vessel of 12 or 14 feet water, on the springs, over the bar, which is *gravel and mud*.

The government is monarchical, under a Malay Mahomedan prince, who, like many other Malay princes, engrosses almost the whole foreign trade of the port, excepting that of an annual Chinese junk, which pays *a certain sum only* as duty, and then has leave to trade freely with the inhabitants. This junk imports immense quantities of coarse China-ware, thin iron pans, and many other articles from that country, and exports *biche de mer*, called swallow, shark's fins, edible birds nests, rattans, tin, rice, dammer, tortoise-shell, deers skins and sinews, bullocks and buffaloes hides and horns, jerked beef, and many other coarse articles.

The town contains about 3 or 400 houses, inhabited by Chinese, Telingas, and Malays.

The

The king has given to the English *Pulo Pinang* (*Beetle-nut Island*), called *Prince of Wales's Island*, about 25 miles round, and thirty miles south of his own port, where there is a fine harbour; which cession I believe he now heartily repents; and I doubt not but he invited the Illano pirates, of the *Island Mindano*, who lately attacked the settlement. Of the Illanos a particular account is given in my Voyage to *New Guinea*. The king's merchant and minister, in 1783, was named Jemmal, a keen Chulia.

At *Queda* there is great plenty of rice, bullocks, buffaloes, and poultry; but not such abundance of fruit and vegetables as at *Atcheen*, of which place more will be said hereafter.

Queda is a flat country, favourable for the cultivation of rice; a hill, north of the town and inland, called the *Elephant*, favours the navigator's approach; also the small islands called *Peers*, 20 miles west of the bar, covered with trees, and good regular *mud* soundings a great way off, even by night, indicate the distance to the mariner.

Pulo Pinang has plains and gently-rising hills, with a good soil, and was formerly inhabited, as we may judge by the names of places said to exist in those days; but of which no vestige now remains, except perhaps some fruit trees, *Batoo fringey*, *Tellu batang*, *Sungy pinang*, *Tellu kumbock*, *Tellu be lappas*, and *Sungy karuang*. The island produces tin, dammer, rattans, poon-masts, various kinds of timber fit for ship-building, and the tree that gives an oil called *karuang*, good for many uses.

Our settlement* there is governed by Captain Light, a very worthy gentleman, much beloved by the Malays; and I dare say it will soon be a place of great consequence and resort, as it contains at present many thousand inhabitants; Chinese from *Queda* and *Malacca*, *Telingas*, Moors, and Malays.

* I have learnt from Captain Anderson of the Honourable Company's ship *Admiral Hughes*, that the climate of *Pulo Pinang* is found to be exceedingly cool and favourable to European vegetables, and that the settlement thrives: he was there in 1790. A good bullock may be had for 8 or 10 dollars.

Abreast of the north part of *Pinang*, called *Flat Point*, is the river *Pry*, that goes about 20 miles through a flat country, with a very winding course, of 6 reaches or links, very like the river *Forth* in *Scotland* from *Stirling* to *Alloa*; I once rowed up it in 1782* to where it suddenly diminishes to a brook. The river *Pry* is not subject to swell, as the river next north of it frequently is, called *Qualo Moodo*; which river going far into the country is often very rapid, and has a bad bar; whereas *Pry River*, more sheltered by the *Island Pinang*, has a mud bar, with 12 or 13 feet water on the springs, is never rapid, and has about 3 fathoms depth up to near its diminutive source. Fresh water may be had several miles above the bar, according to the time of tide; and it is said to have a cross creek communication with *Qualo Moodo* river. *Pulo Pinang* abounds with excellent fish, generally of the flat kind; and where fresh brooks run into the sea from the island or main land, oysters are found in abundance, where the

* To do justice to the character of the late Governor General of *India*, who managed our affairs in that country with such consummate wisdom and policy, and who, though surrounded with an host of foes, assisted by the French and Dutch, and encompassed with dangers from every quarter, which threatened the extirpation of the British nation from *Indostan*, yet rose superior to them all, and by his wonderful exertions saved that empire—to do justice, I say, to the character of Mr. Hastings, I cannot help relating, that he sent me in a Johanna boat, her planks sewed together, but decked and rigged as a ketch, sometimes as a ship; being loose, she sailed fast, spreading a deal of canvas for her burden, which enabled me to avoid every thing I chose: and there were many privateers, both Dutch and French, in the Bay of *Bengal* at the time. My orders were to get news of the enemy. Having learnt at *Queda*, in December 1782, that Mr. Suffrein was at *Atcheen*, and was not gone to *Mauritius*, as was thought, I concluded he would cross over immediately to the coast of *Coromandel*; and therefore set off and arrived at *Vizagapatnam* on the 20th of December, whence Claude Russel, Esq. the chief, communicated the intelligence both to the northward and southward; and doubtless, the information saved many rice vessels from falling into the enemy's hands, as the French fleet did appear off *Ganjam* in a few days; and passing that way, I had very near been taken; but my oars and water-engine saved me. Their shot went over the vessel several times: in any other vessel I must have been taken. Having got to the *Ganges*, I stopt many rice vessels from going out at a very critical time. It was in this vessel, called the *Fly*, that I rowed up *Pry River*, being chased by a Dutch cruiser from *Queda Road*; but I disappeared presently in the river, whilst he thought, I suppose, I had gone through the strait between *Pulo Pinang* and the *main land*.

The *Fly* ketch was afterwards overset and lost at *Calcutta*, during a north wester, with several other vessels.

fresh and salt waters mix : a delicate small oyster also incrusts the rocky shores of the island, above low-water mark, with which a boat presently gets a loading, like what is found in the *Mergui Archipelago*, at the *Bonnets*.

The island is often refreshed with cool breezes from *Gunong Jerry*, a high hill on the opposite *main land*; whilst at *Queda*, in the months of January and February, the lands are parched for want of rain. The *Boonting Islands* lie between *Pulo Pinang* and *Queda*, and there are good *mud soundings* all the way. I now heard of the tragical fate of Messrs. Overbury and Cossan, which will be hereafter related. Jemmal spoke of it with great reserve.

West of *Queda* about 45' is *Bass Harbour*, formed by several islands, of which a plan is given, also of *Pulo Ding-ding*, and the *Sambolong*, or *Nine Islands*. If a ship wishes to send for water behind the Dutch ruined fort, she had better go into shelter behind *Ding-ding*, than lie without; because, at night, it often blows hard from Sumatra, during the SW monsoon: leave the *Fairway Rock* on the right, and anchor behind the island in 7 or 8 fathoms water, where she will lie smooth; *mud soundings* all the way.

Pulo Ding-ding and the *Pulo Sambolong*, Nine Islands (there being exactly that number), lie at the entrance of *Pera River*. The ebb tide runs strong, near the mouth of the river where it narrows, especially after rain; it will admit a vessel of 12 or 14 feet draught of water, but the bar requires attention, being sand only: there is but one dangerous shoal in the river, which is laid down in the plan: keep on its south side. In other respects, the river above this shoal is navigable with safety, having a continued *muddy bottom* and *sides*, up to where the Dutch have resettled their factory at *Tanjong Putus* (Broken Point). The country is flat, consequently favourable for the cultivation of rice, and abounds with the *aneebong* tree, fit for many uses; it gives at the head a cabbage. I carried several bags of the seed to *Bengal*, but they did not grow, for what reason I cannot tell. Cattle and poultry are not near so cheap here as at *Queda*; but oysters are to be had in quantities near the river's mouth,

mouth, and great plenty of excellent flat fish, as at *Pinang*. The Dutch contract with the king for all the tin, at 10 Spanish dollars per pecul; but much of it is smuggled to *Pulo Pinang* by way of *Laroot* and *Qualo Con sow*. *Gunong gantong* (Hanging Hill) is remarkable, near *Laroot* river, on the bar of which is said to be 3 fathoms water.

I went up in a country covered boat from *Tanjong Putus*, where the vessel lay, to pay my respects to the king of *Pera*, who received me in a large upper-room house with great state, having about 20 guards in the room, dressed in black satin garments embroidered on the breast with a golden dragon; they wore mandarin caps, and appeared altogether in the Chinese style: some were armed with halberts, some held pikes in their hands, and a few had musquets without bayonets. The king made me sit on a chair before a sofa on which he sat himself; his courtiers, about 12 or 14 in number, all stood. After some little conversation, the king asked me if the Dutch meant to return to *Pera*: I answered that I believed they did; on which he looked grave: he then withdrew; and his brother entertained me with a cold collation, at which two more persons sat down. I had presented the king with two pieces of Bengal taffeta, and found, when I got into the boat, a large present of jacks, durians, custard apples, and other fruit. I left *Pera River* in December 1783. Much rain fell in November.

PLAN of BASS HARBOUR
17° W. of Queda
in the
STRAIT of MALACCA
by
Capt. Thomas Forrest.

Part of I^o LADDA

Dolphins Nose

Malacea Village

Long White Beach

Dolphin I.

N. W. Passage

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Seemingly a bold Passage

Natural Wharf at Point X
deep close to it

Mangrove R.
mud bank

Fish Harbour
Strait

Tyrone's
South Passage

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JW

Published according to Act of Parliament by Capt. Thomas Forrest Aug^o 20th 1791

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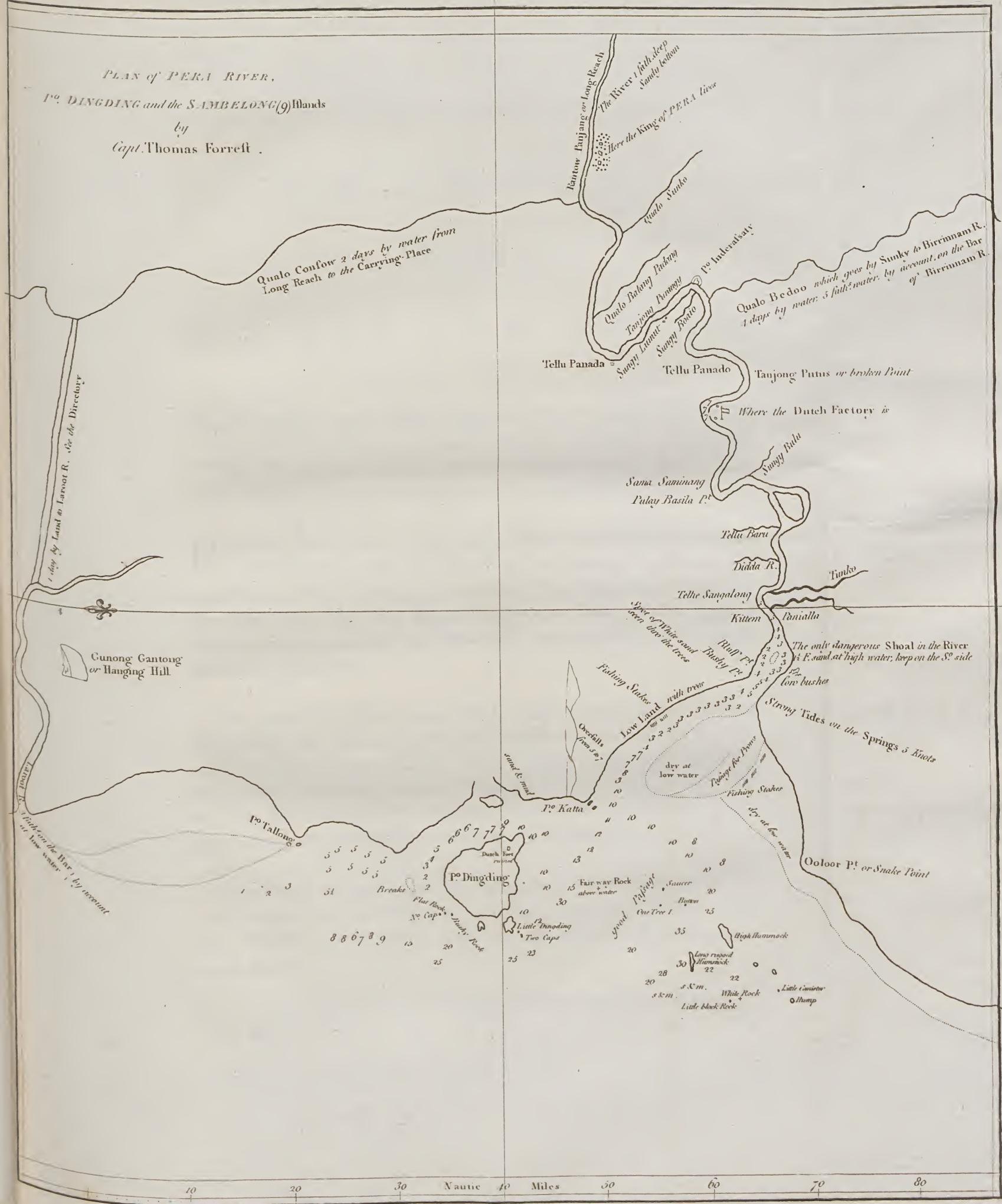
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PLAN of PERA RIVER,

Po DINGDING and the SAMBELONG(9) Islands

by

Capt. Thomas Forrest.



A C C O U N T
OF THE
ISLAND JAN SYLAN.

Situation—extent—name—*Popra Harbour*—*Pulo Panjang*—Strait *Lebeer*—*Terowa Village*—government—villages—population—visit the governor *Pee-peemont*—fruits—animals—climate—opium—trade—pago-da—*Tellophys*—money called *poot*—governor's monopoly of trade.

HAVING been sent in 1784, by the *Bengal* government, to make a settlement at *Rbio*, by the king's invitation, I learnt in my way thither, from a Malay prow at *Pulo Ding-ding*, where I touched for water, that the king *Rajah Hadjee* was slain, at the siege of *Malacca*, which place he had attacked: upon which I returned and touched at *Jan Sylan*.

The *Island Jan Sylan* (called *Junk Ceylon* in our maps) is situated on the east side of the *Bay of Bengal*, and is divided from the continent by a narrow isthmus of sand about a mile in length, and half a mile in breadth, which isthmus is covered only at high water (the tide rising on the springs about 10 feet), and shuts up on the north part, an excellent harbour, called *Popra**.

The island extends from the latitude of $7^{\circ} 50'$ to $8^{\circ} 27'$ N lat. and is about 40 miles long and 15 broad, lying in a direction ESE and NNW, having good anchorage all round it generally on a muddy bottom.

* A vessel drawing 20 feet water may get in on the springs over a mud bar.

The name *Jan Sylan* is a corruption from *Oojong Sylan* (point or promontory of *Sylan*), the south point projecting a little way into the sea; and probably the name was given to it before it became an island at high water, and before it was disjoined from the continent, as it is at present: the word *oojong* being a Malay word signifying point, and the inhabitants in general speaking Malay, from their intercourse with that people, had it been considered as an island, the word *pulo*, signifying island in the same tongue, a word of easy pronunciation, if once affixed to it, would most probably never have left it.

There are several small islands adjacent to it, from one to six miles in circumference; and one beautiful island lies about sixteen miles east of it, called *Pulo Panjang* (*Long Island*): it is about 23 miles long, and 8 broad, of moderate height, gently sloping from the middle to the sea on each side. *Pulo Panjang* is divided from the *main* by a strait called *Callat Lebeere* (*Throat Strait*), with 2 fathoms water in the shallowest part.

Jan Sylan has no high hill upon it, but several of moderate height; and, as may be expected from its size, no considerable river; but several creeks that run to the sea, generally through flat marshes of mangrove trees, from pleasant brooks in the interior parts; they keeping purposely the skirts of the island in a state of nature, I suppose, to prevent invasion; and their vessels consist only of a few prows about the size of Indiamen's long-boats, and small canoes, that find their way up these creeks, to the well-cultivated plains abounding with rice fields in the middle of the island.

Besides the harbour of *Popra* above-mentioned, there is another capacious harbour on the south-west part of the island, as the natives informed me; but I never was in it. The place where ships generally anchor is in a good road, well sheltered behind a small island now joined to the main island at low water, lying in 8° 10' N lat. On the *main* opposite to this island is a creek that leads to the village of *Terowa*, consisting of about 80 houses, on a plain, through

through which runs a pleasant brook, with many windings, over a gravelly bottom.

After having with much difficulty got up this narrow creek, where oars cannot be used, on the upper part, paddles only, and perhaps against a strong current, one is much pleased to reach the pleasant rivulet above-mentioned; and here resides *Pee-peemont*, the governor, or viceroy, from the court of *Siam*. This governor, when I was there in 1784, had three assistants, or perhaps rather colleagues, as they partook of his power: their names were *Pee-Tukerat*, *Pee-Siring*, and *Pee-Lancrac*. Each of these officers had about sixty followers, a kind of retainers, who in a great measure live on the community; for, receiving little pay, they oppreses the inhabitants: their arms are a musquet and bayonet, sword and dagger. I have often seen them attending their masters at *Pee-peemont's* house, where they all met frequently upon business.

The names of the towns or villages upon the island, are, *Terowa*, *Bankian*, *Bandan*, *Popra* (where is the harbour already mentioned), *Nanay*, *Bandpon*, *Tyang*, *Tirtulay*, *Bankonian*, *Banktan*, *Bandrun*, *Sagoo*, *Bringing* (this last produces tin); also *Kakoing*, *Patrit*, *Tallong*, and *Patong* (these four last also produce tin). The inhabitants of the whole island may be in number about 12,000 souls.

About eight miles inland, from *Terowa*, in a NW direction nearly, *Pee-peemont* has a country house, built, as all their houses are, of timber, and covered with palm leaves, an universal covering in Malay countries.

I travelled thither with Capt. James Scot, who resided then at *Terowa*, on some commercial busines, his vessel lying in *Popra* harbour, a very sensible and intelligent gentleman, to whom I was much obliged for his civilities and services on many occasions. We travelled on an elephant, through a path worn like a gutter, in some few places, where it was over a flat rock, the path being worn by the elephants feet, and so narrow as not to be above an inch or

two wider than his hoofs: I wondered how the huge animal got along. This bad road was for a very little way through the skirt of a wood; and about two miles from Terowa we got into the open country again, full of rice fields, and well watered, yet not swampy. In about three hours we reached the governor's house, which is larger and more commodious than the one at *Terowa*, and seven-miles distant from it. In his garden we found limes, oranges and pummel noses. *Chysong*, the son of a Chinese with whom I lived, told me the island produced most tropical roots and fruits; and I am persuaded many of our vegetables might be raised, the climate is so cool; very like what it is at *Pulo Pinang*.

The governor gave us a very good dinner, but did not eat with us. He did not speak Malay, but had a linguist who spoke Portuguese. Our drink was the water of young coco-nuts and sherbet. After dinner we were entertained with three musicians, who played on such like string instruments as the Chinese play on at Canton. Having drank tea we took leave.

They have a good many elephants, which they get from Mergui; none wild, no horses; they have bullocks and buffalos for labour; wild hogs and deer, a few tame goats, no sheep, domestic dogs and cats. They have the common poultry, but not in abundance. The climate is very agreeable; no violent heats; the rains come on gently in July, and continue until November, with frequent intermissions: fine weather then succeeds, with very cool north-east winds at night, which must be favourable to the cultivation of vegetables, as it is at Calcutta.

The vend for opium on this island was thirty or forty years ago very great, as this was then a free port. The opium came from Bengal generally in English country ships, and was bought up by Malay and Buggees crews, who, after having sold a mixt cargo by retail, to the natives for tin (in doing which they staid many months, and hauled up their crews to repair), they then exchanged their tin with the Bengal vessels for opium, which they carried

chiefly to *Celebes* and other Malay Islands. The mixed cargo they brought to sell for tin was generally—a chequered cloth called *Bugges cambays*, made on the *Island Celebes*, resembling *lungys* of *Bengal*, but closer wove; Java painted cloths and painted handkerchiefs, generally made from Indostan long cloth; Java *gongs*, brass pots, and other utensils of brass made on that island; China and Java tobacco; various porcelain; blue and white and unbleached cloth called *kangan*, and white and blue called *compow*, brought from *Chiua* by the junks that resort to *Siam*, *Macasser*, *Sooloo*, *Batavia*, *Rbio*, and other places.

Things are now much altered: the use of opium is forbid to the natives, the importation is prohibited, and a heavy duty is laid on the exportation of tin by orders from *Siam*; in consequence, the trade of the place has dwindled much; Indostan piece-goods, and some European articles, such as iron, steel, lead, cutlery, and broad-cloth, being almost the only imports. Neither do many *Bugges* prows come, as no opium is to be got; but Malay prows come from *Queda*, and a few from the *Strait of Malacca* and *Pulo Pinang*, that bring the China articles already enumerated. About the year 1782, in return for many China articles they got from *Siam* partly over land, they returned tin, the same way; but the project was given up in 1784, it not answering the expence to send tin across the isthmus.

The tin miner lies under greater oppression of late years than formerly: he must now carry all his ore to a Chinese smelter, who farms this privilege from government. The smelting costs 12 per cent.; besides, the miner for a certain weight in slabs, must deliver a certain weight of tin ore, which often produces more: thus he pays a double duty before he gets the tin into his hands; the last duty is the heaviest and most impolitic. Government takes 25 per cent. before the tin can be exported: this gives so much dissatisfaction, that they wish much to throw off their dependance on *Siam*; and it was said that, if *Pee-peemont* could get support, he would very readily do it. How far his having three associates in government might prevent such an attempt, I cannot say: possibly their ap-

pointment is with that very intention, by the despots of Siam; who, armed with an insignificant monarch's authority, often govern themselves, but always in his name.

I have been told the export of tin from the island is about 500 tons yearly; formerly it was much more. *Pulo Pinang*, our new settlement, gets a great deal of it; *Queda* did formerly.

Here, at *Terowa*, there is a *pagoda*, built of timber, and covered with palm leaves; it is served by about twenty priests, called *tellopys*, who live in small apartments adjoining to the *pagoda*, which might be about fifty feet long and thirty broad. They, with uncovered shaved heads, wear a yellow garment, and carry a white wand in their hands about five feet long. I saw there a Bengal Lascar, a Moorman, who had deserted from his ship, and had been lodged and maintained many months by the charity of the *tellopys*.

Chysong, with whom I lived, was bred from a youth at *Pondicherry*; he spoke Siamese, Malays, and very good French: my vessel lay in *Terowa Road*.

Every morning, about 8 o'clock, four *tellopys* drew up before the door of *Chysong*; they spoke not a word, but looked demurely on the ground: presently, a female servant came out, and put about half a pound of boiled rice into each of their clean iron vessels, which they held out; another female servant followed, and put into each vessel about two or three ounces of broiled fish: they then walked in silence to the next house, one following the other, expecting the same: they wait about half a minute at a door; if nothing is given, they go in silence to the next, without seeming disappointed. Having got a certain quantity of provision, they return to their convent.

They do not marry; but may leave the *pagoda* when they please, and mix with the world. I saw a young lad about 14 in the *pagoda*, with a shaved head and yellow garment; two or three days afterwards,

wards, I saw him in a lay habit, romping with other boys at the river side : my linguist asked him, at my desire, why he left the *pagoda*; the boy laughed, gave no answer, but ran off with his companions. *Chysong* told me they did so sometimes at *Siam*, but not often.

Certain pieces of tin, shaped like the under half of a cone or sugar loaf cut by a plane parallel to its base, called *poot*, are used on the island as money ; weighing about three pounds, with their halves and quarters of similar shape : if attempted to be exported without paying duty, they are seizable. This encourages smuggling. The value of tin is from 12 to 13 Spanish dollars the *pecul* of 133lb. put on board clear of duty.

Whilst I was here, a Bengal ship, Captain Lloyd, came in with piece goods : the captain sold them to *Pee-peemont* ; no doubt partly on account of the king of *Siam* or his ministers. All Malay princes are merchants ; which selfish policy starves their subjects. It however gives dispatch to the country ships, and they pay no duty. As soon as the goods are landed, the king's merchant sells them perhaps for an advance of 25 per cent.

All sorts of Indian coin pass here ; but they are fondest of Spanish dollars. They have not in use the *petis*, or cash, the least valuable of coins, used at *Atcheen*, *Sooloo*, *Carang Assem* on *Bally*, and many other Malay places : these small coins are of great service to the poor, as *cowries* are at *Bengal*. At *Atcheen* they are cut out of sheet lead, about the size of a sixpence, and are rudely stamped with a certain mark ; about 600 or 650 go for a dollar. At *Sooloo** and *Carang Assem* they are of copper, with a hole in each, seemingly of Chinese manufacture ; and from 4 to 500 pass for a dollar.

The people of *Jan Sylan*, though they generally understand the Malay tongue, from their intercourse with that people (greater formerly than now), speak the Siamese language, and write as we do

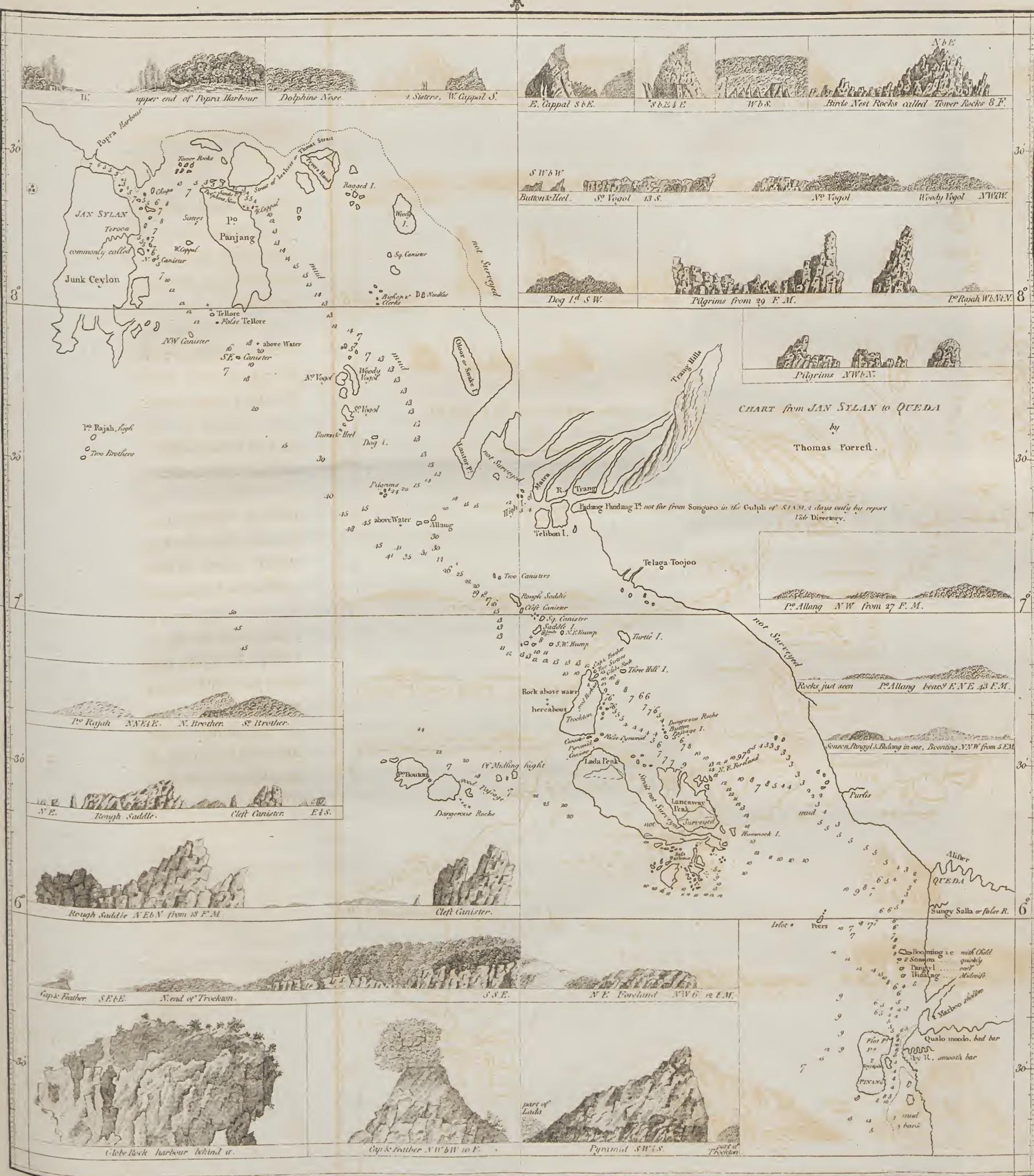
* At *Sooloo* they have a copper coin, with a bit of silver, very thin, fixed to it ; it is called *Miffuroo*.

from left to right. They write remarkably straight, though without lines.

They resemble in feature the Malays, with a good deal of the Chinese look; are well made, rather slender. They are allowed to marry as many women as they can maintain; but the first wife rules the household, as in *China*: and, as in *China* and *Pegu*, no woman can leave the country. *Chysong* had but one wife.

In most Malay countries where I have been, *Atcheen*, *Salengore* in the *Straight of Malacca*, *Pera* west of *Salengore*, and *Queda*, as I have already observed, the prince of the country is the chief merchant; sometimes the only one of consequence. *Rhio*, an island in the *Malacca Strait*, where I never was, has, I am told, the same policy: a partial exception to this at *Atcheen* will be hereafter mentioned.

In former days, as we are informed by Commodore Beaulieu in his voyage in 1619 to *Atcheen*, published by Harris, we find *Atcheen* to be a place of greater consideration than at present; and before Beaulieu's time, in 1606, a Portuguese fleet, under Martin Alphonso, landed a considerable force, which was defeated by the Atcheeners, the Portuguese having lost 300 men. We are also told that, in 1615, the king of *Atcheen* fitted out a fleet of 500 sail, of which 100 were large galleys, furnished by his Orankayos (men of substance); the whole force being 60,000 men: a desperate engagement ensued, in which the Atcheeners lost 20,000 men. Allowing these accounts to be true, and Mr. Marsden, in his late just account of the island *Sumatra*, gives his authorities, the kingdom of *Atcheen* seems to have dwindled as much as their former enemies and rivals, the Portuguese, in India.



A C C O U N T

OF

A T C H E E N.

Name—extent—magnitude—revenue—manufactures—king's monopoly of trade—excellent fruits—trade of the Chulias—imports—king's appellation—officers of state—money—weights and measures—exports—industry of the Chulias—fishing boats called *Kolay*—*Jellore*—*Ballellang*—*Banting*—face of the country—swelling of the river—excellent horses—depth on the bar—salt golas—*Maldivia* boats—dried bonetta—king's palace (*Dallum*)—*Surat Passage*—*Nalaboo*, very small fishing boats—*Soosoo* harbour—*Bombay ship*—Portuguese trade—country ships—two English vessels cut off at *Pedir*—Atcheen treachery; horrid murder of five Europeans—audience of the king in 1764—presents—king's appearance—reprehension from the minister—king's politeness—presents returned—embassy from *Bencoolen* to Atcheen in 1772—troubles in the town—embassy proves abortive—visit Atcheen in 1775—king's illness—visit Atcheen in 1784—audience of the king, sultan *Ooladine*—his remarks on gun carriages—digression—further intercourse with the king—fond of music—am created knight of the golden sword (*oran-caio derry piddang mas*)—take leave—king afraid of his nobles—appearance of the palace—king's character—elephants—mosques—priests—punishments—strange request of an Atcheener—character of the Atcheeners—no Chinese at Atcheen—Mr. Marsden's just account of Sumatra.

THE kingdom of Atcheen, called *Achē* by the natives, extends from the north-west promontory of the island Sumatra (called *Atcheen Head*, a well-known and bold land-fall for ships) to beyond *Batoe Bara River*, on the north side of the island. On the south-west

west coast it extends to *Baroos* *, once possessed, but now abandoned, by the Dutch.

Formerly it certainly extended much farther on this side; as we find, in 1619, Commodore Beaulieu got a permit from the king to load pepper at *Tico* †, lying some miles south of the equator. Inland, the kingdom extends not so far as on either side of the island; and terminates at *Sinkel*, where the *Batta* ‡ dominion begins. It contains altogether an area of about 26,000 square miles, lying in a triangular shape; and is sheltered by a range of hills that runs from the head or promontory to the south-east, and another to the ENE; the lands between being very fertile, and much better inhabited than any other equal portion of the island.

* Behind an island off *Baroos*, called *Pulo Carang* (Stony Island), there is good shelter in 10 fathoms, mud; the inner end of the island, which must be left on the left hand going in, bearing west, and the cascade on *Mazular* (very remarkable, about 400 feet high) bearing SE by S $\frac{1}{2}$ S. After sunset, but before dark, many large bats go from this island to the main land. They return early in the morning, and sleep all day hanging to trees by their hooked wings.

† Behind the *Tico Islands*, and behind the *Priaman Islands*, there is also shelter against NW and W winds, for ships of any size. They are small, low, and covered with trees.

‡ The *Battas* are a well-meaning, ignorant, simple, people. The *Malays* and *Atcheeners* have the address to persuade them that they settle at the mouths of their rivers to defend them from invasion (from white men especially); whereas, it is to enjoy the monopoly of the camphire and benjamin, which they gather near *Sinkel River*, *Baroos*, and *Tappanooly*. What Mr. Marsden says of the *Battas* being cannibals, I have great reason to believe.

Trading once at *Sinkell* for benjamin and camphire, with *Babamallum*, a reputable *Malayman*, I purchased from him a *Batta* slave, who spoke good Malay; I named him *Cato*. In the many conversations I had with *Cato* about his countrymen, I beg leave to relate one short story he told me, which may be called the progress of cannibalism.

Babamallum had a favourite wife or concubine stolen from him by a *Batta*, who sold her. The thief was taken, and executed according to the *Batta* law for such a crime; that is, he was tied to a stake, and cut to pieces by numberless swords. They roasted pieces of him on the fire; and *Babamallum*, a civilized Mahometan, put a bit of his roasted flesh into his mouth, bit it with anger, then spit it on the ground.

I dare say *Cato* did not invent the above: had he said *Babamallum* ate it as food, seasoned with salt and lime juice, as did the executioners, I should not have believed him.

The

The king's revenue arises chiefly from import and export duty, and may be about 3000l. a year. He has also a small acknowledgement of rice from the land in general; and has, besides, the rents of royal domains, which are but trifling.

His nobles draw a revenue from their respective districts, of which they are feudal lords, levied on the land and the industry of the inhabitants.

They manufacture from cotton of their own growth a species of cloth, chequered blue and white, which the better sort wear universally for drawers, whilst the common people wear coarse Madras long cloth unbleached. They also make a species of silk, very handsome and very dear, compared with the slighter taffetas of *Bengal*, of which they buy large quantities from the country ships that import that article. They also cast excellent small brass guns, called *rantacka*; and are curious in filigree work, both in gold and silver.

Being at *Atcheen* in 1762, I enquired particularly of a Jew linguist, named *Abraham*, why the *orankayos* (men of rank and substance) were not allowed to trade freely, as they did many years before. He said the kings of *Atcheen* had always lived on very bad terms with the *Orankayos* who got rich by trade; and, to lessen their consequence, his minister advised him to be sole trader himself; which counsel he imprudently followed, and by that means has impoverished his kingdom in general, that makes no figure at present to what it did formerly. It is true, in trading with the prince's minister, whom they call *Shabander* (a word they adopt from the Dutch, of, I believe, Spanish origin), they pay no duty in or out. What then? whilst the captain or supercargo can deal only with one person, he must submit to his price. This mode, however, has its convenience, as already hinted at; and, if the king's terms are too hard, the ship can go elsewhere. The king monopolizes the gross sale of all the opium, and farms the retail sale of it also, all over his dominions: much is sold at *Nalaboo*, of which place more will be said.

Here, at *Atcheen*, is a profusion of all tropical fruits, especially mangustines, rambustines, mangoes, jacks, durians, lances, pine-apples, limes, and oranges ; and the worst kind of bread-fruit. Of vegetables they have bredy, a kind of spinage ; lobucks (the Spanish radish) ; large purple brinjalles, yams both red and white, and the *St. Helena* yam called *clody* ; and many different sorts of beans, like what we call French beans (*kalavances*) ; also a small kind of onion. The mangoes have a thin stone, and are excellent ; not stringy, as often at Madras. The Chulias, for sea use, lay in here a great provision of salted limes, of which they can buy 2 for a *petis*, or 10 or 1200 for a dollar *. Bullocks 12 dollars a head ; ducks, 6 for a dollar ; fowls, 8 or 10.

The Chulia Cling or Moorish vessels come yearly from *Porto-novo*, on the coast of Coromandel, and other places, to the number of 12 or 15 sail of snows, generally of 200 and 300 tons. They come in August and September, and return in February, March, and April, during the fine weather ; a Moorish ship comes also annually from *Surat*.

They bring piece goods of all kinds, chiefly long cloth, white and blue ; chintz, with dark grounds ; and a great deal of coarse long cloth unbleached †. They ballast with salt. During their stay they lie in a smooth road made by the islands that lie off *Atcheen Head*, keeping off the SW wind and swell. During the NE monsoon, the swell from that quarter is inconsiderable, and the weather is fine.

* West India captains of ships might here take a hint, as limes rot under the hedges in the West India islands. The Chulias make four or five incisions long ways into the ripe lime, and put into each a little salt ; after lying 48 hours or more, they with the hand give each lime a smart squeeze, then lay them to dry in the sun for several days : they expose the extracted juice also, that all the watery particles may be exhaled. They then put up the limes in jars, pour back the juice upon them, and fill up with more juice, or good vinegar, often had from the coco-nut tree. The lime thus preserved they call *Atchar*. This given on board ship, with less salt meat, would save many a poor sailor's life.

† Which they call *Cain Gadjaw* (elephant cloth), as being coarse : in London we call very large paper, elephant.

These people, often called Malabars, because they speak that language as at Madras, have their privileges, and no doubt stretch them to the utmost. On their arrival they immediately build, by contract with the natives, houses of bamboo, like what in *China* at *Wampo* is called *bankball*; very regular, on a convenient spot close to the river, to which their large boats of 8 or 10 tons burden have easy access. These boats being too large to hoist in, they tow them over from *Coromandel*. This spot is railed in and shut at night for fear of thieves.

After the usual presents are made, the king's officers attend duly at the landing of goods. The bales are immediately opened; twelve in the hundred are taken out for king's duty, and the remainder being marked with a certain mark (*chapp*) may be carried where the owner pleases, and sold in any part of the king's dominions. The *Chulias* at *Atcheen* sell at leisure, shewing their goods to the natives in as dark a part of their shop as they can. I have bought at *Atcheen*, in 1772, of *Posally*, the king's merchant, blue cloth, as cheap as it was to be had at *Madras*. This is owing to the *Cling* (*Telinga*) people laying in their investment with leisure, care, and frugality. No European, English, French, or Portuguese, can sell near so cheap as they. Chulia vessels pay also port duties.

Talking of the king they call him *Tuan-kito*, which compound Malay word means my master. There are five great officers of state, who are named *Maha Rajah*, *Luxamana*, *Rajah Ooda*, *Ooloo Balang* and *Parka Rajah*. Under these are sixteen inferior officers. The government is monarchical and often despotic*, according to the abilities of the reigning prince.

The exchange of the lead petis rises and falls from 250 to 270 for a rupee, and 600 to 650 for a Spanish dollar, as has been said. The king calls in these petis (cash) sometimes, and issues new ones with a great profit to himself. The legal interest of money is 25 per cent. per annum.

* See Mr. Marsden's account of *Sumatra*.

They have a gold coin called maffiah *, of the size of our six-pence, stampt with Arabic characters: but they are not nearly equal to what they pass for current, being very thin. The Chulias export nothing but gold dust and dollars, of what may be called valuables; sometimes they pick up a few stray rupees and fanams; but they always get filled up with what in India is called a gruff (bulky) cargo—areka (beetle nut), redwood, gum benjamin, Sinkel, or Barroos camphire, which, if clear and transparent, is nearly equal to its weight in silver, in *China*. I had a pecul once sold by Mr. Cox, my agent there, for 1650 Spanish dollars: it is also valuable on *Coromandel*, being bought by Gentoos for some particular purpose. They also export from *Atcheen*, pepper, sugar, sulphur, which is found on *Pulo Way*, a conical high island, 4 or 5 leagues from the river's mouth, once a volcano, and elsewhere; Japan wood; dammer, a kind of rosin; rattans, patch-leaf, bang †, which is hemp leaves, and when smoked intoxicates. They also export many other articles, which European country captains know nothing of. On all these they pay an export duty, unless immediately bought from the king's merchant. Notwithstanding which, these industrious Chulias and Malabars (the appellations are, I believe, synonymous) bustle about amongst the natives, speak their language ‡ (which is not Malay, though to a man the Atcheeners understand Malay), give credit for their produce, and by their diligence and management make the trade answer. Po-

* Five maffiah is equal to a mayan, and sixteen mayan to a boncal, which weighs 1 ounce, 10 pennyweights, and 21 grains, troy. Five tayl, an imaginary weight, is also a boncal. Twenty boncal is a catty, 100 cattys make an Atcheen pecul, and 3 peculs make a bahar; sixty-six cattys make a China pecul. At *Nalaboo* the boncal weighs 17 mayan. A boncal of clean gold is worth 25 Spanish dollars, or about 58 or 60 rupees. In delivering pepper, they use a square measure called *nelly*, which contains a certain weight or number of cattys; and in delivering beetle-nut, a certain measure is supposed to contain a laxfaa, or 10,000: a chupa is about a quart; 16 chupas make a nelly.

† Lascars often smoke bang by stealth; it makes them drunk: country captains always endeavour to prevent it.

‡ The Dubashes at *Madras* study English, to save young writers the trouble of learning the country language: not so in *Bengal*.

fally, the king's merchant and prime minister, is a Chulia man, and all the clerks or men of business about him are his countrymen. They write on palm leaves as well as paper, are very shrewd, and full as good accountants as the Conocoplys at *Madras*, and keep their accounts in the same way.

Many of these Chulias live at *Queda*, and, no doubt, by this time, at *Pulo Pinang*, which is a beautiful, healthy, and fruitful island : I was on it many years ago, before it was settled by the English.

They have at *Atcheen* many fishing-boats, in shape like a large Thames wherry, supposed to be raised about 20 inches : they are called *kolay*, and have one mast, and a sail shaped almost like a ship's top-fail, with a yard above, hung by a halyard, about one third from the outer yard arm, and a flight round boom below, with a sheet and one bridle only. If the wind freshens too much, they with a cross stick like a trunnel, that passes through the inner end of this boom, roll up the sail, sheet and all, passing the lower end of the trunnel forward, then unroll as the wind flacks. A tack is fast to the inner yard arm. I need not say the sail must be dipped in putting about, which is easily done, whether the sail is altogether or partly rolled up. I never saw any thing so convenient in any European boat, in managing which if it blows they must lower and reef ; here they only roll the sail up or roll it down. See the figure.

Fish, notwithstanding they have many fishing-boats, is not very cheap, as the Atcheeners seem fond of that diet. They catch several miles out at sea, with nets in those boats, a kind of mackerel, or small bonnetta, weighing from 2 to 3 pounds. I have seen worms half an inch long, alive in their flesh, on the back part, when fresh caught. They go out with the land, and return with the sea, wind : their cargoes are presently bought up.

They have also at *Atcheen* boats with double outriggers and two masts ; they are called *bidoo* in a general sense, but particularly *bal-lellangs*

tellangs and *jellores*: the ballellang is rather the broadest. The *banting*, a boat so called, with 2 masts, is tolerably broad, and has no outrigger; those boats that have are comparatively narrow; yet on such they often mount swivel guns, and 20 or 30 men: they sail remarkably fast, in light winds, also in fresh gales, if the water is smooth; if in bad weather one outrigger fails, the other supports the boat. I have seen jellores with only one outrigger, sometimes to leeward, sometimes to windward; but not like the ingenious Ladrone prow described in Lord Anson's voyage, which shifts *stem* for *stern*. In boats with one outrigger, on one tack, the outrigger to windward weighs down as in the Ladrone prow; on the other tack the outrigger buoys up the body of the boat; so in either case she is kept upright.

The country above the town is very highly cultivated, and abounds with inhabitants in many small villages, and single groups of three or four houses, with white mosques interspersed. Walking that way, if after rain, is disagreeable to a European, as they have no idea of roads: but Malays do not mind walking through mud up to the knee, which, however, they are careful to wash off, when they come to a house, before they enter it. The main street in the town is raised a little, and covered with sand and gravel; but nowhere else are the streets raised; and even this is sometimes overflowed by the swelling of the river, by sudden rain on the hills just above the town; in which case they make use of canoes: this often happens, especially during the rainy season (our summer); but the town, which is on the south side of the river, straggles so as not to deserve the name of the capital of a populous though small kingdom. They have an excellent breed of horses, much valued at Madras; horned cattle and goats, but few or no sheep. Vessels drawing under eight feet water can come over the bar with spring tides, which is two miles from the town; but cannot go higher than about half a mile, where they sometimes heave down and repair. Here are many of the king's warehouses (*golas*) for Telinga salt. Many Maldivia boats come yearly to *Atcheen*, and bring chiefly dried bonnetta in small pieces about two or three ounces: this is a sort of

staple article of commerce, and many shops in the *Bazar* deal in it only, having large quantities piled up, put in matt bags. It is, when properly cured, hard like horn in the middle; when kept long the worm gets to it. I am told it is cured at the *Maldivia Islands* by the sun only. I question whether herrings and pilchards would not answer even carried thus far, they are so fond of fish diet, as Malays in general are. The king's palace (*dallum*), about 100 yards from the skirt of the town, and to which there is access by a canal from the river, as well as by land, is about three quarters of a mile in circumference, is ditched round, and is also surrounded with a strong wall, but not high. A number of large venerable trees shade it, with a good many tall bamboos: it is built on higher ground than the town, so of course it is not subject to be overflowed. I shall say more of it by and by.

I have said, that in the year 1762 I touched at *Atcheen* in my way to *Bencoolen*. The shabander, whose name I forgot, not agreeing with me about the price of opium, and learning from the linguist Abraham, that it was impossible to deal with any other person, about the beginning of January I sailed through the Surat passage, with the wind at NE, leaving about 12 Chulia vessels in the road of *Atcheen*, and proceeded to *Nalaboo*, lying in $4^{\circ} 10' N$ lat. Here, during the NE monsoon the weather is remarkably fine, just as it is on the Malabar coast during that monsoon. There is excellent anchorage in 10 fathoms *muddy ground*, 10 or 12 miles off *Nalaboo*, and 4 fathoms 2 miles off. During the SW monsoon the wind is W and NW, with rain.

When I first came near *Nalaboo*, remarkable for a grove of coco-nut trees, on a small promontory (yet not above six feet higher than the beach or low land) I saw in the horizon next the land (being then five leagues off) about twenty small white specks, that seemed to pass across each other: presently I saw each white speck had a smaller black speck close to it, and immediately after found I had got close to a fleet of the smallest fishing boats I ever beheld. The white speck was a sail, and the black speck a man. These canoes

noes fish all under sail, the sail similar to what I have before described ; the single man seated abaft, poising his body with great care, unsteps and steps the mast, and sets the sail by leaning forward. They sometimes catch large fish, that drag the boat for perhaps half a minute ; these they tow on shore in a small bay between the coco-nut grove above mentioned and river's mouth. I have bought from those fishermen, fish of all sizes, very cheap. Into this fresh-water river boats of middling size can enter at all times, except dead low water ; and Malay trading prows get in, and go a great way up into a plentiful flat country, abounding with rice. Here fifteen fowls are sold for a dollar ; a bullock may be bought for six ; and good profit may be had on European goods, especially iron, steel, and cutlery, also Bengal opium, and cossas of eight and nine rupees value. The king endeavours to monopolize all the trade, but in vain. The gold dust of *Nalaboo* is reckoned very fine, and the boncal weighs seventeen mayan ; at *Soofoo* not so fine.

In 1762, I sold, during a stay of about ten days, thirty chests of opium to *Limambaly*, the feudal lord of this district, as the king's officers happened not to be on the spot. I got ten boncal a chest, which is above 550 rupees : the Calcutta prime cost was 250 Arcot rupees. Since that time *Limambaly* certainly was at war with the king, about the year 1770. I forgot to say, that, during the SW monsoon, which, by the gite (lying) of the coast, becomes NW, and blows fresh with rain, the very small fishing canoes are laid up, and large Atcheen fishing boats (*kolays*) are made use of at *Nalaboo* ; At *Soofoo* there is a good harbour, in which I have been.

The king of *Atcheen* gets most of his gold from *Nalaboo* and *Soofoo*, and from *Pedir* within the *Malacca strait* most of his beetle-nut and pepper. I was once on board of a large Bombay ship, commanded by a very worthy gentleman, Captain Richardson, who had just partly delivered from *Atcheen Road* a cargo of Coromandel piece goods to the shabander, and had then on board the king's officers, and was bound to *Pedir* to take in a cargo of beetle-nut. Portuguese vessels carry much beetle-nut, both whole, and cut and dyed red, from *Atcheen* to *Pegu*.

English

English country ships at *Atcheen* trade always with the king's merchant, who is generally the shabander or minister: this, at least, gives dispatch; they could not have patience to deal with the natives, as the Chulias do, even were they permitted. English vessels have often been cut off at *Pedir*, when trading there without the king's leave; this happened to Captain Bull and Captain Panton, two very worthy gentlemen, commanding vessels from *Bengal*, about the year 1765. Captain Bull's vessel was retaken by a spirited Serang, when the Malays were off their guard. I am certain, at *Nalaboo*, *Oran Cayo Limambally* had no such intention, as he gained upon me so much by his civilities, that I was entirely in his power; but I would advise Malay traders never to be off their guard, as I was, and to be most upon it when great civility is shewn them. At *Nalaboo* I went on shore more than once; it was rather imprudent. The kings of *Atcheen*, who seem from all accounts to have been formerly cruel and oppressive tyrants, perhaps wink at such baseness, perhaps encourage it. The persons employed are the most abandoned, at the same time they are of smooth address, who, when the plot is ripe, direct their instruments how to act; as for example, as I have been told, it once happened to an English country captain.—“When I call for my beetle-nut box” (*tampat seeree*, which is about six or eight inches long, and three or four deep), says the head assassin to his servant, “that is the signal for you to stab the captain with the crefs that lies in the bottom of the box covered with beetle leaves.” It is the general custom to disarm the Malays when they come on board to trade: but who would suspect the beetle-box?

The following is an account of one of the most horrid conspiracies I ever heard of; it affects me the more as I was intimate with the sufferers a few days before it happened. It is irregular in point of time, but a-propos to what I am treating of, the treachery and wickedness of Malays in general. In 1784 I waited on the king of *Queda* at *Allister*, about one tide above the town, to demand restitution of the value of an English snow and cargo, value 5000l. whose commander, Captain Cossan, supercargo, Mr. Overbury (a Bencool-

len civil servant), two Englishmen, brothers, named May, and the gunner, a Dane, were in one night murdered, September 1782, by one Malay, assisted by one Lascar only, whom he had seduced. They were first attempted to be poisoned, and were all taken with violent vomitings the night the horrid deed was done, after supper: yet no suspicion arose, as the Malay was a passenger in the vessel, under Mr. Overbury's protection. The affair was over in a moment, as they were stabbed in their sleep. One of the two Mays being wounded, jumped overboard, and was never heard of; the captain and gunner were killed outright. Next day the Serang, under pretence of dressing the Malay's hand, that had been cut in struggling with the captain, stabbed him, secured the Lascar (whilst two boats were seen rowing from the shore to the vessel full of men, from *Bass Harbour*), and carried the snow back to *Queda*. I could get no satisfaction for vessel or cargo; and Jemmal, the king's minister, a Chulia Moorman, treated the affair lightly: but, truth demands of me to say, I had no letter from the Bengal government to the king on the subject; I had only a letter from the owners, empowering me (if in my way to Rhio I touched at *Queda*) to make the demand. What has been done since I know not. Captain Coffan and I careened in *Queda River* together, in August 1782; and I remember to have heard that the Malay, who had got into favour with Mr. Overbury by his insinuating manners, was taken on board at *Jan Sylan*, where, I suspect, he had committed something bad. I was credibly informed the Lascar was let run off by Jemmal, who told me he broke prison. The appearance of the boats, that must have been informed by signal only of what had happened, made it be suspected it had been a concerted business at *Queda*, when the vessel repaired there. These particulars I learnt from poor Overbury's Malay girl, at *Calcutta*. Jemmal, the king's merchant, with difficulty let her have her clothes. She told me Overbury got from the cabin window to the mast head, whence he descended, on the Malay's promising to spare his life; but he stabbed him the moment he reached the quarter-deck. Had he encouraged the crew from the mast head, they surely would have recovered from their fright sooner than they did.

This

This is a strange relation, and shews the pusillanimity of Indof-taners, when they are not encouraged by a leader: there was at least a Serang and twenty Lascars belonging to the vessel.

In the year 1764 I again visited *Atcheen*, and had the honour of paying my respects to the king, *Mahomed Selim*: my audience was appointed at eight in the evening. I accordingly got ready some piece goods to the amount of about forty rupees, as a present, which were divided into two parcels, and put up in common bafta covers, which had been previously stained with turmeric, yellow being the royal colour, as in *China* and at *Mindano*. Having been told it was expected I should pull off my shoes, I waved the mortification, by wrapping round each a piece of red bunting, and tying it with a kind of garter of the same, just before I entered the audience hall (*ruma bicharro*), which was about sixty feet long, and twenty broad, built of stone, with a stone floor. At the farther end, which was covered with carpets, hung a superb cloth of gold, about fifteen feet square, which reached within three feet of the floor. There were about twenty well dressed persons in the room, orancayos, a venerable calipha, and others, every one barefooted, having left their slippers without. As I entered I saluted this company. Two Seapoys were also in the hall, upon guard, dressed and armed as ours generally are. In about two minutes the golden cloth was drawn up, like the curtain of a play-house, exactly in the same way, and we all made a profound obedience to his majesty, who just glanced his eye at me. My two servants were then ordered by the shabander to advance with the presents, which, after having presented, by holding them up and bending their bodies, they gave to an attendant, and were then directed to withdraw. The cloth of gold had covered a large niche in the wall, a kind of alcove, in the middle of which the king was seated in an arm-chair, with his legs across, barefooted, his slippers on the floor of the alcove. The king was gaily dressed in silver brocade, over an inner garment of white muslin; his turban was very small, being a single piece of gold flowered muslin, gathered together at the ends, tied round the head with a half knot, and was ornamented

mented with a few jewels. He seemed to be about forty years of age, with a pleasing countenance, rather fair for a Malay. Two elderly women sat on the floor, close to each side of his chair, their eyes fixed on the ground, which was about five feet higher than the hall in which the court was assembled. The alcove was lighted with two large wax tapers coloured red, much like what we see in Roman Catholic churches. The hall was lighted with pendant lamps, in which they burnt oil.

Having caught the king's eye, immediately after the dismission of the presents, I made his majesty a second profound bow. Presently he spoke to the shabander, the shabander spoke to the linguist, and Abraham asked me whence I came. I addressed his majesty directly in Malay, on which the shabander pulled me gently by the sleeve, and looked disapprobation; but I went on. The king smiled, and took no notice of their interruption, as if offended with me. I had then the honour of conversing with his majesty for about a quarter of an hour, who asked me several pertinent questions about *Madras*, *Bengal* and *Bencoolen*, and particularly to what parts of the island *Sumatra* (*Pulo Purcha*) I had sailed. I then, by intimation from the shabander, who, I suppose, had his signal, retired, walking rather backward, until out of the hall. Nobody in the hall was seated; neither did I see in it bench, chair, or stool. I left most of the company in it standing, who politely made way for me, as I retired; and, at the door at which I entered, I made again a profound bow, being then in full view of the king in the alcove at the further end of the hall.

Next day a bullock was sent me, with various fruits. I sailed two days after for *Nattal*, after presenting the shabander and Abraham with some trifles. In the year 1772, Giles Holloway, Esq. resident of *Tappanooly*, was sent to *Atcheen* by the Bencoolen government, with a letter and present, to ask leave from the king to make a settlement there. I carried him from his residency of *Tappanooly* in the Loonia snow. Not being very well on my arrival, I did not accompany Mr. Holloway (a very sensible and discreet

creet gentleman, and who spoke the Malay tongue very fluently) on shore at his first audience; and finding his commission like to prove abortive, I did not go to the palace at all. There was great anarchy and confusion at *Atcheen* at this time; and the malecontents came often, as I was informed, near the king's palace at night. A discreet native of *Cuddalore*, Mr. *Gowen Harrab*, commanded the king's Seapoys. One day, being on shore for a little while, as Mr. Holloway and I did not like to be both long on shore gether, I saw Mr. Harrab paying his men in gold dust, weighing out to each two mayan as a month's pay, about eight rupees. He told me he was often obliged to watch all night himself, complaining of his Seapoys being apt to be drowsy. I failed in a few days, Mr. Holloway not succeeding in his embassy; and leaving him at *Tappanooly*, I proceeded on to *Fort Marlborough*.

Returning from my New Guinea voyage to *Fort Marlborough*, in 1775, I touched at *Atcheen*: the king was very ill, and saw no strangers. My old friend Abraham got the new shabander, Posally, to present my compliments to the king, who returned me a polite answer. Having quitted the Tartar galley, I went down the coast with Mr. Palmer, in a floop belonging to him, and touched at *Siddo Harbour*, where we took in water: we lay there in four fathoms water, close to the rocks, quite smooth.

In 1784 I again visited *Atcheen*, and had an audience of the king, *Sultan Oola Odine*, son to the former king, with much the same ceremony and presents as passed twenty years before: but this king having travelled, spoke both Malay, French and Portuguese. His improvement not only in languages, but the arts, was obtained from the following circumstance, as I have been informed by Posally the shabander, Abraham, and others.

During the life of the late king, *Oola Odine*, his eldest son, was sent in a ship of his father's to *Mecca* and *Medina*, to make an offering at the shrine of the prophet. Near the island *Mauritius* where the vessel happened to be drove, they were short of water, and obliged

obliged to put in there. A difficulty occurred in debate whether the prince should appear in his real character, or as a private person. They agreed he should appear as a relation of the king's, going on a pilgrimage, to become a *tauan hadjee*, master pilgrim, and they kept their counsel. The consequence was, Odien, being a lad of spirit and genius, got into the arsenal, and learnt to cast guns and shells.

They certainly knew time out of mind, at *Atcheen*, how to cast brass guns and iron shot: but here the prince, no doubt, improved his knowledge; and I was told the French never knew whom they had the honour to have amongst them until the vessel was failed: but this I very much doubt, as she staid there above a month. Sultan Ooladine, in 1784, made no secret to me of his having been at *Mauritius*; and at my first visit, after the delivery of the usual present of a few piece goods inclosed in yellow cloth, ordered a servant to put into my hands a shell of his own casting at *Atcheen*, about 7 or 8 inches in diameter. *Voila!* said he, in French, *Caffez-la?* I accordingly dashed it on the part of the stone floor that was not covered with the carpet, and it went to pieces. The king then ordered two small field carriages to be brought into the hall: one of them had the wheels spoked as ours generally are; the other had truck wheels, full as large, not heavy, but thin. Which of those carriages do you approve of? said the king. I gave the preference to the spoked wheels, on which his majesty with great good humour laughed, and said, *Salla, falla, capitain*—You are mistaken, you are mistaken, captain. I, then, by way of recovering myself (for I perceived, after a moment's reflection, that the king was right in a certain degree), said, *Barancallee de neegri gunong gunong, seperattee Aché; tappi, de neegri ratta ratta, seperattee Telinga*, Possibly in a hilly country, like *Atcheen*; but, in a flat country, like *Indostan*—The king laughed again, seemed pleased with my answer, and said, *Bittoul, derry piddo itoo*—True, that is the reason; on which I made him a bow, and the conversation soon ended. Visiting the king a day or two after this, I perceived, besides the two large brass mortars sent to a former *Atcheen* monarch, by our king James, many heaps of brass guns of all sizes, and from all nations, no ways arranged, but
heaped

heaped up in the greatest confusion. I have also observed in the road from the river to the palace gate, which is about 300 yards, in more than one place, the trunnion of a large brass gun sticking up out of the ground : considering the soft muddy soil, there are doubtless many buried near the palace, never to be found. They generally buy small guns, being of easy conveyance, when brought for sale, as no vessel, Atcheen or Malay, sails without being armed. I have also observed on more than one point of the reaches of the river, large honey-combed iron guns mounted on decayed and rotten carriages. They served for show to the ignorant.

The Atcheeners, when pushed, can certainly exert themselves ; they are doubtless pretty good mechanics, and know the use of pulley, screw, and capstan perfectly well ; but engines made use of to raise heavy guns, or draw up their large vessels, are only for the moment ; they are then thrown by to rot, much like what I have seen at *Mindano*. A laziness prevails in all Moorish governments, which no doubt arises from their belief in fatalism, a most convenient creed for those who are averse to work, to exertion, or perseverance. I sent to the king a copy of my voyage to New Guinea, having first explained many of the maps to Posally and Abraham. I sent, at the same time, an ordinary *mape-monde*, having no better. The king sent for me two days after, and conversed with me in an upper apartment, on a level I believe with the alcove, to which I ascended behind the *ruma de bicharro* (hall of audience), by a ladder. The king made me sit down on a mat, over which was spread a small carpet, on which he sat himself, and asked me many questions about the Molucca princes, pointing to the print of their genealogy in the book I had sent him : he asked me also many questions about Europe and *Neegri-Cling*, Indostan. I could not help observing that the king spoke with a strong aspirate, as Atcheeners generally do, a kind of burr in the throat, entirely different from all other Malays.

As his majesty knew I had the honour of being known to his father many years before, that I had often been at *Atcheen*, and
that

that I had been a great traveller in Malay countries, he was so kind as to say, in a very gracious manner, *Maree seenee barancallee bicharo*, Come here and chat sometimes. I went several times; but always sent first to know if his majesty was at leisure. One day I carried a French book with me, a volume of Voltaire, and read a sentence out of it. The king asked for the book, which I left with him. I suspect, however, he could not read the Roman character; but he read with ease the names of the Molucca princes in the book I had presented, written in Arabic characters, which both Atcheeners and Malays use in writing. In conversing, the king mixed often French with Portuguese.

When I went to the palace, I generally found Posally, and sometimes Abraham. I never saw any body sit down in the king's presence; and I never did but when asked, and then with shoes off, left below, turning my feet as much as I could inwards: this I found a tiresome posture. I sometimes played on the German flute, at the king's desire, which he was pleased to hear *.

Three or four days before my departure, Posally signified to me the king meant to confer on me the honour of being made Knight of the Golden Sword, *Oran Cayo derry piddang mas*; of which there existed, as I was told, about ten or twelve natives, one of them an eunuch, a comely man, rather lusty, employed at the custom-house. I have seen him with his chapp, a single waved sword or dagger, about an inch long, in relief, on a piece of gold, hanging at his breast: this honour had also been conferred on two North Britons, Captain Douglass Richardson, and Captain Robert Smart. I told Posally I was much obliged to his majesty for the honour he intended me, and should wait his pleasure; at the same time Posally desired I would write my name on a slip of paper; I wrote it in capitals, which he pronounced after my reading it, and writing himself my name in Arabic characters, signified it was to direct the goldsmith who was to make the chapp. Two or three days afterwards, I was desired by a Seapoy serjeant to go to the palace. I

* And liked much a Malay song I had made, and set to the Correnti Vivace of the 3d Sonata of Corelli.

told this to Posally, and we went together at eight in the evening. The king, from the alcove above, after some little conversation with his courtiers below, spoke to Posally in the Atcheen tongue, who, stepping towards me, put a small chain of gold over my head, round my neck, to which the golden chapp with some fillagree writing in Arabic, and the figure of a waved dagger in relief, hung: he thus invested me with the order of the *golden sword* (piddang mas), on which I made a profound bow to the king, who smiled, and to his courtiers, who all returned it by lifting both hands to the head and inclining the body. In a little while I took leave, after saying audibly, *Oomoor panjang summo Tuan-kito, sampy mattee tida bule scio lupo Tuan-kito punio hormat.* "Long life to the "king! Until death I shall remember the honour he has done me." Next morning I was presented with a young bullock, two cut goats, and a great quantity of excellent fruit. I returned two pieces of yellow china flowered damask, about four dozen bottles of perfumery, several prints of the genealogy of the kings of *Mindano*, and of the *Mindano* marriage: to Posally I gave a pair of pistols he seemed to fancy, and to my old friend Abraham*, several things I knew would be useful to him and his family.

Thus

* Abraham was fond of music, and often shed tears when I played on the violin: he said it put him so much in mind of *Europe*, where he was born, somewhere in *Hungary*. The Calipha, or Cady, was a very pleasing old gentleman, and asked me many questions about the Turks and the size of their mosques: I told him the mosque of St. Sophia in *Constantinople* was immensely large; and I observed to him the Malays were much happier than the Turks, because they were not so jealous; at which he smiled, and took it as a compliment. He had but one wife, who had several female servants; and this is much the custom amongst Malays in general of the better sort, as I found also when at *Magindana*, in 1776. I shewed the Calipha, and read to him, my translation of Pope's paraphrase of the Lord's Prayer: he desired a copy of it, which one of the (*Jeryulis*) clerks wrote out.

DEO OPTIMO MAXIMO.
ORATIO UNIVERSALIS IN LINGUA MALAYA.

1. Bapa de somonio de somonio dunia,
De somonio nigri sujud;
Dery Christian, dery Cafer, dery Hindoo, dery Salam;
Deos, Jehovah, Tuan Alla!

K

2. Caffi

Thus ended my several interviews with two of the kings of *Atcheen*, who certainly treated me with great civility and politeness. I am sorry to add, that it was said even of the present king, that he can't trust his own subjects; he therefore has a guard of Seapoys, who are sometimes without, sometimes within the palace; but always near his person. I asked Posally, and also Abraham, the meaning of this, who always answered *Bugitu adat*, "Such is the custom," without explaining further*; others have said plainly,

Tuan-

2. Cassi scio are iko mankanan dangang riskimo,
Somonio lain apo apo,
Tuan tow callo by cassi callo tida,
Tuan alla punio fuko.

3. Adjar scio syang até lain oran punio chelaka,
Adjar scio tutup matto lain oran punio falla,
Bugimano scio ampong summo lain oran,
Cassi ampong summo scio.

1. Father of all ! in every age,
In every clime, ador'd,
By saint, by savage, and by sage,
Jehovah, Jove, or Lord.

2. This day be bread and peace my lot :
All else beneath the sun,
Thou know'st if best bestow'd or not,
And let thy will be done.

3. Teach me to feel another's woe,
To hide the fault I see ;
That mercy I to others shew,
That mercy shew to me.

I thought it but decent, as I gave the king a song, to give the bishop a prayer, which he admired much, as old Fakymolano brother to the sultan of *Magindano* did : this need not be wondered at, for surely true Christian sentiments were admired in all ages ; witness these benevolent lines of Juvenal :

mollissima corda
Humano generi dare se Natura fatetur,
Quæ lachrymas dedit : hæc nostri pars optima sensus.

* The king of *Atcheen* said to Commodore Beaulieu, in 1619, that his orankayos charged him with cruelty, not considering it was their own wickedness that drew upon them

Tuan-kito de Aché dawloo tackut derry dio punio orankayo, “The kings of Atcheen formerly were afraid of their nobles.” They were too polite to say the present king was. This accounts for going up by a ladder to the back apartments, that were by no means larger than what are usually seen in Malāy houses of people of rank. I never walked about the circuit of the palace; I feared it would have given offence, as if I was curious to spy the nakedness of the land: but I saw enough to convince me it had been once immensely large, and many parts shewed an extensive ruin, with the points of beams in many places sticking up through the rubbish of long-fallen brick walls; the ruins of stone walls were overgrown with bushes, and were shaded by very large venerable trees and tall bamboos *.

The present king, Sultan Ooladine (called after an uncle† who had lived several years at *Madras*, in the time of Governor Morse, and afterwards at *Tappanooly*, and spoke good English), is a sovereign of whom his subjects in general speak well: having travelled, he wishes to civilize them, by encouraging learning amongst the many priests, with which his country abounds, much more than any other Sumatran state: the convenience also of going at a small expence to *Mecca* yearly, encourages many to become *tuan hadjees*, and *tuan imums*, which is always respectable; and there is no such thing as a tuan hadjee being reduced to beggary. Of the respect paid to my old fellow traveller Ismael Tuan Hadjee, merely from

them the anger of God, who made use of him as an instrument to punish their impiety; that they had no occasion to complain of him who maintained them in their rights and possessions, and preserved them from the captivity of neighbouring kings, and the robberies of strangers; that his nobles hated him because he suppressed extortion, massacres and robberies.” This was said when the king (Sultan Siri) was much agitated, having just tortured, in presence of Mr. Beaulieu, several of his women whom he had suspected of a design against his life. Harris’s Voy. vol. i. p. 734.

It is altogether a most shocking relation, and Mr. Beaulieu’s veracity cannot be doubted.

* Beaulieu, who was at *Atcheen* in 1619, says the city had been six times larger than it was then, and that he went through three courts to the palace. Since 1619 it has certainly fallen off much.

† This uncle Ooladine was often known by the appellation of Sultan Bencouloo.

his having been at *Mecca*, and in consequence wearing a large turban and wide sleeves, which draw respect from the vulgar, I had many proofs in my voyage to *New Guinea*.

Sultan Ooladine was a man about 25 years of age, fairer than Atcheeners generally are, of agreeable manners, having nothing haughty or austere about him; spoke rather quick, mixing Portuguese with his French, very often, as if in a hurry to express his meaning. He seemed to have profited by the little French education that he had accidentally got, and of which he was not a little vain: his courtiers replied in Malay when he spoke first in that tongue; but he spoke to me generally in French, sometimes in Malay. Posally the shabander was about the same age, and, I was informed, much in his favour; he had a pleasing address: I have often listened to him hearing petitioners, when they spoke Malay, in the street, before his house, of a morning, which when he rejected, it was in a mild and polite manner, sending the petitioner almost always satisfied away.

At *Atcheen* they have tame elephants*, on which, as well as on horseback, they often travel. I have seen several of the king's elephants carried duly of a morning to the river to be washed, flapping their eyes with their large ears to keep off the fly. The king had about ten of them in different parts near *Atcheen*. On holidays, *aree raya*, I was told they are all dressed out, and make a figure; but I never saw one. Their mosques are said to be numerous, but very small; fifty persons would almost fill one; they are all whitened with lime, *capoor*; they are scattered amongst many villages, the houses of which not being whitened, the mosques are the more conspicuous; their smallness accounts for their number. They have many priests, *tuan badjees*, and *tuan imums*, and two or three *caliphas*, sometimes called *cady*.

Their punishments at *Atcheen* are severe according to the nature of the crime. In the Bazar I have often met beggars and others

* Wild elephants are in abundance all over *Sumatra*, and they often do much mischief to rice and plantain fields.

without

without the right hand; some without the right hand and left foot, having repeated the offence. I have been told, that when a fire happens, the owner of the house in which it broke out is severely punished*. What Mr. Marsden relates of their punishment of an adulterer is a fact; nay, I have been told it extends to the debaucher of a virgin, *gadis*. "The culprit is carried to a large plain, and is there incircled by the friends and relations of the injured party. A large weapon is then delivered to him by one of his own family; and if he can force his way through those who surround him, he is not subject to further prosecution; but it commonly happens that he is instantly cut to pieces." An English country captain, whose name I forgot, once told me that he had been applied to by some Atcheeners, for a marksman to shoot a man of this description, who somehow had escaped, whether in the above spirited manner, or otherwise, was not said; but he had hid himself on the top of a coco-nut tree. The captain very prudently desired to be excused.

The Atcheeners are of a more swarthy complexion than the inhabitants to the southward, and far more shrewd and acute than any other Malays on the island *Sumatra*: their character, I think, comes nearest the Bugesses, inhabitants of *Celebes*, for address and dexterity in business; but far inferior in true honour and bravery, which is the characteristic of the Bugesses†. I do not remember any Chinese at *Atcheen*; but Chinese were there in Commodore Beaulieu's time. The keen Chulias seem to leave nothing for them to pick up. Before I conclude this short account of what I observed at Atcheen, during the several visits I made to that port, I cannot help again mentioning Mr. Marsden's excellent account of the island *Sumatra*, *Pulo Purcha*, a book I have more than once quoted: his account is faithful, curious, and exact; and, as I have

* Com. Beaulieu says a fire happened whilst he was there, that burnt 260 houses in an hour, and that the king impaled the woman in whose house it broke out. Harris's Voyage, vol. i. p. 736.

† On the contrary, the Atcheeners seem to exceed all other Asiatics I have known for villainy and treachery, which character is confirmed by Beaulieu in many instances.

passed many years of my life on trading voyages to that island, I read it with great pleasure and satisfaction, as it recalls many scenes of manners and customs to my memory, by time and absence almost obliterated. Mr. Marsden understands the Malay tongue better than any European I ever knew.

I once asked Posally if Mons. Suffrein, the French admiral, who, with his fleet, had refreshed at *Atcheen* in November 1782, had seen the king. Posally said that Mons. Suffrein once came on shore, in a small boat, to look at the town, but did not see the king, although he wished it; because, the king having lost a favourite child, was in great grief, and saw nobody. Considering this as a polite excuse, I pressed Posally to know the truth; on which he told me the French admiral would not perhaps have taken off his shoes as you did; and he could not see the king otherwise. On this I said, that I had, at my visit to Sultan Mahomed Selim, about twenty years ago, wrapped a piece of red cloth over my shoes, and so kept them on; on which he laughed, saying he had heard of it. Latterly I was excused this ceremony in the audience hall, *ruma bicharro*; but, when I went up the *ladder* to the back apartment, I always took off my shoes at the head of it, before I stepped on the clean mats, over part of which was a small carpet, on which the king sat; and I sometimes had the honour of sitting on the mat, at a small distance from him. I left *Atcheen* the middle of January, seven Chulia vessels then lying in the road: having saluted with seven guns, before I tripped the anchor, to which a return was made.

A MALAY SONG

by Captⁿ Tho^s. Forrest.

To the tune of the Corrente Vivace in the 3^d Sonata of Corelli.

The Vowel A
to be pronounced
open as in Ball.

Mod.

Anghin be dingin Oogin be jattoo, *S.* Scio be
The wind is cold the rain falls, I still

nanteree, ma na po tida da tang. A po salla
wait, why dont you come. What harm

summo Scio, Scio, Scio, Scio, Scio, Scio,
have I done, I, I, I, I, I,

A te rindo, chinto Scio, Jangan pit cha,
my heart is broke, you are my love, dont tear

A te rindo, Scio be nantree, Iamo be nantree,
a heart that's broke, I wait, long I wait,

Anghin be dingin, Oogin be jattoo, Scio be nantree,
The wind is cold, the rain falls, I wait,

nantree Iamo, tappee, camo, tida da tang.
long I wait, but, you, do not come.



Drawn by C Benazeck

Engraved by J. Caldwell

THE KING OF ATCHEEN GIVING AUDIENCE TO CAP^N FORREST IN 1764.

Published Feb: 15 1792. by Capⁿ T. Forrest.

Of sailing from Atcheen Road down the coast of Sumatra—*Surat Passage*,
Sedre Passage—*Siddo Harbour*—*King's Bay*—Towns in *King's Bay*—
Saddle Island—*China-hat Hill*—*Cap Island*—*Nalaboo*—*Soofoo*—Double
Cape—*Pulo Duo*—Peak of *Pulo Bania*—*Passage Island*—directions to
pass it—*Sinkel River*—*Leaga Harbour*—Capt. Duggin's mate assassi-
nated there, in 1753—Ship *Experiment* wrecked on *Bird Island*, in
1772—*Pulo Mazular*—*Tappanooly Harbour*.

IT has been said in a note, on the second page of the Introduction, that a ship may back and fill through the *Surat Passage*, on the starboard tack, with the tide against the SW wind. I prefer this tack to the other, because, after ranging *Stony Island* on this tack, when the ship comes abreast of the passage, by luffing up under top-sails only, and backing the maintop-sail, she gets through in a moment, the tide at this narrow gorge (not 150 yards across) setting very strong; it is quite bold on the side of the main of *Sumatra*; and the narrow part may be said to have no length, as it immediately widens, and you are soon in anchoring ground, which is not to be had at or very near the narrow part on either side of the narrow, called *Pintoo* (Door) with great propriety, by the natives. The *Sedre Passage* is much wider; but there is foul anchorage in some parts of it, and a sand bank, which, however, has 5 fathoms on the shoalest part: if a ship tries this passage, she should have boats ahead, at least, until it is better known. The harbour of *Siddo* is small. In the harbour, in 4 fathoms water, muddy bottom, a ship has not much room to swing in: when I made the plan of it which is in the New Guinea Voyage, I was deceived by its being high water at the instant, and the coral rocks being hid: it is not so large as is there represented. Here you get good water and refreshment; or the ship may lie without *Slipper Rock*, and *Sugar-loaf Hill*, in an excellent smooth road. Between *Siddo Harbour* and *King's Point* is *King's Bay*, with good anchoring ground throughout. In this bay are the following *neegrees* (towns): *Lunga*, containing 4 mosques and 300 houses; *Koas*, 2 mosques and 200 houses; *Siddo*, 16 houses; *Lyas*, 30 houses; *Lapuan*, 300 houses; and *Telinga*, 400 houses.

Although I never was on shore in any of these places, except *Siddo*, I cannot help remarking, that, at *Siddo* there are only 16 houses; and yet *Siddo*, in the hands of Europeans, would become a port of consequence: but Malays, having no large vessels, think no harbour desirable but where there is a fresh-water river; being Mahometans, they are fond of frequent ablution, and always in fresh water. I am told there are several rivers in this bay into which their prows find admission, no doubt to these negroes already named. At the bottom of the bay is a low neck of land dividing *King's Bay* from *Atcheen Road*; this isthmus is well planted with coco-nut trees, and the country around has much the look of cultivation. See the View of *Siddo Harbour* and *Sugar-loaf Hill*.

Having left *Siddo Harbour*, you pass two bays, where there is a good deal the appearance of harbours; but I never explored them: you then pass without *Saddle Island*, where there is foul ground, *sand* and *coral*. Being a little way past *Saddle Island* (but this depends entirely on the height of the eye), you will see *China-hat Hill*, at a distance, appearing disjunct from the main land; you then pass a long stretch of low land for about 12 miles, then a bold foreland, and a hump about a mile disjunct from it, and *Brown's Rocks*, where there are over-falls and foul ground. I once sent the boat behind a very small island in the bay, to look for anchorage; but could find none good: you then pass a small island covered with trees, its foundation a red rock, with twenty fathoms 6 miles west of it: you then come to *Coco-nut Island* abounding with the coco-nut tree, and gently rising from its south end. South half east of *Coco-nut Island*, about 12 miles, is *Cap Island*, like a jockey's cap, where the foul ground and uneven anchorage seem to end, and the fine mud soundings begin, that reach far down the coast. ENE of *Cap Island* is *Cleft Hill*, a remarkable land.

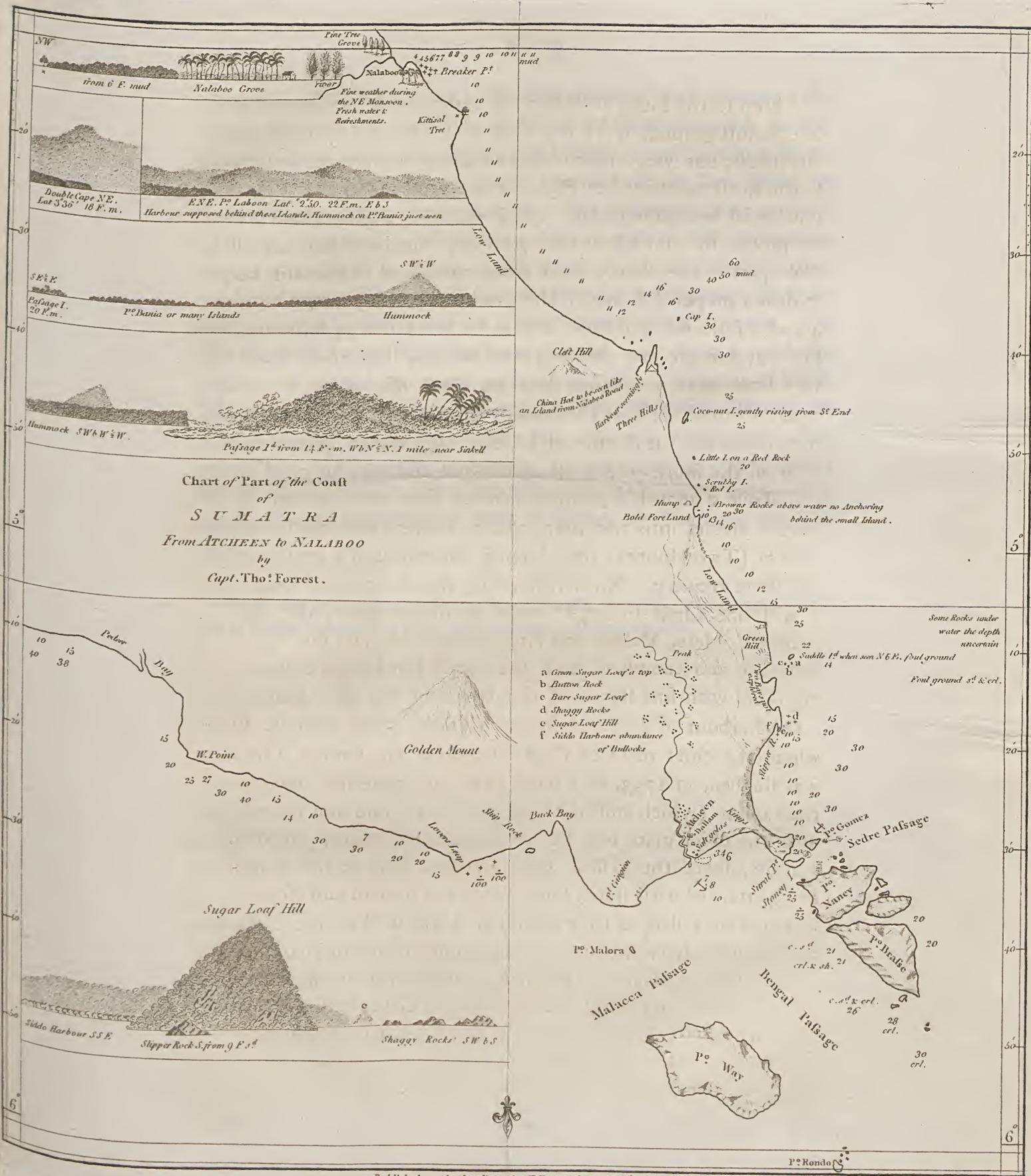
Nalaboo, already mentioned, page 46, lies in $4^{\circ} 12' N$ lat. and may be known by a grove of coco-nut trees. Lying in the road, *China-hat Hill* appears like a small island to the northward. *Soofoo Harbour* is a few leagues to the SE of *Nalaboo*; but I cannot precisely say how far. Once lying off *Soofoo Harbour*, in 12 fathoms, in the Luconia snow, with Giles Holloway, Esq. on board, bound from *Atcheen* to his

his residency of *Tappanooly*, as has been already mentioned, we set off in the boat to visit this harbour at 3 in the afternoon, judging, from the appearance of the trees on the low land, that we should soon be on shore ; but we were much mistaken in the distance, and it was near dark before we reached it. We went in, however, rowed round some prows that lay there, but not liking our situation, it being now almost dark, immediately returned on board with the land wind. The estimate of the distance of woody lands is always deceitful. I can say nothing of this harbour with any certainty ; it is said to be a very good one, and is not far from *Nalaboo*. I am sorry I had not an opportunity of observing even its latitude ; but off this part of the coast there is a very great extent of excellent anchorage, a good way from the land.

From *Soojoo*, in sailing to the southward, you pass by a remarkable double cape, made by two flat points of low land, in lat. $3^{\circ} 36' N$: from hence you pass *Point Laboon*, lat. $2^{\circ} 50' N$, having good mud soundings all the way, and 20 fathoms water about 8 miles from the land. *Point Laboon* or *Labooan* (anchorage) when it bears ENE, from 22 fathoms, mud, the beach seen from the eye 15 feet above the horizon, there appear three small islands ; the island most to the right, or SE, bearing E by S, and *Point Laboon* bearing as above ENE. There is a strong indication of there being shelter behind them, as behind *Pulo Carang*, the *Ticoo*, and *Priaman Islands*, mentioned in a note in page 38 ; I suspect also two of these three islands are the *Pulo Duo* (Two Islands) mentioned by Malays as having a harbour behind them. When *Point Laboon* bears ENE, with the above-mentioned depth of 22 fathoms, the hummock or peak of *Pulo Bania* (Many Islands) may be seen from the height of a small vessel. The above peak bearing SW $\frac{1}{2}$ W, from 20 fathoms mud, a small island, called *Passage Island*, may be just seen, bearing SE $\frac{1}{2}$ E ; it is low, and covered with trees, amongst which are some coco-nut trees. See the View of *Passage Island*, and the peak on *Pulo Bania*.

Suppose a rhumb line drawn through this island, from NW to
 L SE,

SE, keep to the south-westward, or right-hand, or sea-ward of this line, in soft ground, by which means you will avoid two very dangerous shoals, one lying under water, with 2 or less fathoms water on it, to the north-westward of *Passage Island* a few miles, the other to the south-east not quite so far. In approaching *Passage Island* it would be proper to send a boat to reconnoitre the reef that lies off the NW part of the island: leave it and the island to seaward, keeping within a proper distance of the coral rocks, which may be seen in 4 and 5 fathoms, and there is from 10 to 12 and 14 fathoms in the fair way soft ground. Having got through, steer SE by S and SE a very little way; you then steer for *Sinkel River's* mouth lying in about 2° north latitude; it is easily known by projections of pine-trees (*caiou aroo*) at the mouth of the river: this is by far the largest river on the south-west coast of *Sumatra*, and goes far up the country, above a month's journey. About five days journey up this river it divides into two branches, or rather two branches meet at *Pomoko* (Two Mouths) after having run through a great extent of the Batta country. Notwithstanding this river has a long course, it will not admit so large a vessel as *Atcheen River*, the bar is so shallow. Here, Malays and Atcheeners settle, and buy up all the benjamin and camphire from the simple but savage Battas, amusing them with fine stories of the danger of the sea. East of *Sinkel* is the harbour of *Leaga* or *Bineaga* (Trade) about 14 miles distant, where the chief mate of Capt. Duggin of the Orange Tree sloop was stabbed, in 1753, by a blow from an Atcheener, intended for the captain (which missed him); but the captain and second mate, after the chief mate fell, for he was killed outright, joined by the Lascars, saved the vessel. The assassins, four or five in number, being attacked with spirit, some jumped overboard and escaped; one or two were killed, as they deserved. I was in the same harbour, a few months afterwards, in the honourable company's country ship *Prince George*, Captain Burman, commanded by the 1st officer, Mr. Ormston, and heard the story from a Captain Bunyan, of the snow *Kitty*, who surveyed this harbour: his map of it is published by Mr. Dalrymple in his valuable collection. Sailing from *Leaga Bay* beware of *Bird Island*, on which the company's ship Experiment



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ment was lost in 1772 ; it lies 6 miles north of *Pulo Lucotta*, a flat island covered with trees : keep within 22 fathoms water, in soft ground, if you sail in the night ; but I think it most prudent to anchor in the night, as I have found overfalls east of *Bird Island*, 20 to 7 fathoms, rocks, then 18, mud. Here *Mazular Island* and cascade are remarkable, of which a view is given : the navigation within the island is good, depth from 17 to 20 fathoms, on a muddy bottom. Facing *Mazular* on the main is *Tappanooly Harbour*, and an English settlement on a small island called *Poonchin*. On this island the grape vine has been planted, and thrives, as I apprehend it would on many parts of the island *Sumatra*, if tried. The settlement is at times rather unhealthy, although situated on a small island, with a light sandy soil, and well ventilated : what can be the cause puzzles every one, as the water is pretty good ; but excellent water is often brought from the main, where it is conveyed with convenience, from a spring, by a bamboo, into the boat.

* Here they get benjamin and camphire, and masts, for which they exchange a great deal of Madras salt and blue cloth, with the Battas ; also iron and steel.

From Tappanooly to Fort Malbro'—Cascade on Mazular convenient to water at with dispatch—Caracara Hill—Natall Hill and Road—Tammong Island and Harbour—Ship Shaftsbrook lost—Ayer Bongou Road—Good police of the Dutch—Pulo Toojoo—Padang Head—Good Road of Pulo Pisang—Pulo Cinco Harbour—Serenity Island and Road—No shelter for shipping between Serenity and Fort Malbro'—Rat Island Basin—Pulo Bay, unhealthy—Recommended to be avoided.

IN sailing from *Tappanooly* to the southward, I refer the navigator to maps copied from the French, and published by Mr. Dunn*; and here only give some views of land, and a few directions. From *Tappanooly* you steer for the *Sugar Loaf*; leaving the *Sugar Loaf* on either hand; it is common to leave it on the left, steering to seaward for the sake of the expected sea-wind; there is excellent anchorage all over the strait between *Mazular* and the main land, which may be about 15 miles in length. A ship may anchor all over it, and lie close to the water-fall on *Mazular*, which is quite diminutive when approached to what it appears at a distance. A small quantity of water precipitated down 300 or 400 feet at least, along the face of an almost perpendicular rock, cuts a figure at a distance; whilst, close to it, it will not force a bucket from the hand of a man: this is really the case; no doubt it is a little impetuous immediately after rain. A ship, as I have said, may approach it in good holding ground, so as to use a hose, and can water more conveniently than perhaps in any other part of the world. I have held a bucket close under it, where the rock is steep too, and it falls in two or three inconsiderable streams: it looks at a distance like a long white tail fixed to a black horse. Before you reach the *Sugar Loaf*, *Natall High Land* is to be seen; it is, next to *Mount Ophir*, the highest land on the coast. See the View.

In sailing to the southward, from *Mazular*, having got abreast of *Caracara Hill*, of middling height, look out for *Natall Hill*, which is not near so high, and is known by some old blasted trees upon it;

* A particular survey of the coast of *Sumatra* may soon be expected by Capt. Macdonald. I have seen some of his maps, which pleased me much.

keep it east, which direction, or near it, will guide the ship safely past a shoal into the road, which is shallow, a good way off, but the ground is good. A view of *Natall Hill* is given, lying in the road, in $4\frac{1}{2}$ fathoms, mud, *Natall Point* bearing SSE, and the outer end of *Tammong Island* bearing S $\frac{1}{2}$ E. Behind *Tammong* there is a very good harbour; its approach from *Natall Road* is safe; looking out for certain shoals laid down in charts published by Mr. Dalrymple, the harbour's outlet to the southward is also safe. I must observe that in *Natall Road*, when it blows hard from the westward it breaks in 5 fathoms; therefore, a vessel should be ready to run to *Tammong Island*; if she lies in $5\frac{1}{2}$ fathoms it will be better than 5, and 6 still better, the vessel will then have more room to get off a lee shore. A shoal lies near *Natall Road*, on which a Bombay ship, called the *Shaftesbrook*, was lost, about the year 1771: she was very rich, being loaded with silk. There is also good riding behind an island off *Ayerbongou*, formerly a Dutch settlement, but now deserted. About *Ayerbongou* the hills make an agreeable appearance, being, many of them, covered with grass (*lallang*) very uncommon in Malay countries, where wood almost entirely has possession of the ground. Continuing on to the SE, and leaving *Pulo Battoo*, by Malays called *Pingé*, and three small islands to the southward, the navigator will find behind the *Tico* and *Priaman Islands* (as has been said in a note in page 38) excellent shelter for the largest ships, smooth water, and good holding-ground; there is also great plenty of provisions, which is universal in Dutch settlements, their police is so good. You now pass *Mount Ophir*, the highest land on the coast: it is of a conical shape, and between 2 and 3 miles perpendicular height. Having made the island *Tojoo* (Seventh Island), (being the seventh seen to the northward from *Padang Hill*) haul in for the main land, and anchor if dark; then keep on with a good look-out, and you may steer for *Padang Head*, of which I give a view, bearing S by E, from 30 fathoms, mud, 8 or 10 miles off, by computation; keep *Pulo Pisang* (Plantain Island) on the left hand, going into the road of *Padang*, and anchor behind it; here you get excellent refreshments very reasonable; there is also a view of *Padang Head*, coming from the southward, with vessels in the road.

road, just seen, close to *Pisang*. From *Padang* you steer either without *Marra* and *Pergama*, or through the strait, in which there is not general good anchorage. Here is an excellent harbour on the main land; it has been surveyed by Captain Macdonald. Many ships go without these islands, steering towards *Pulo Cinco*, a Dutch settlement on a small island, with a harbour behind it, near the Malay town *Salida*: the island is not flat, having a small hill on it. Steering towards *Pulo Cinco* you leave *Pulo Baby* cutchill and *Pulo Baby bazar* (of which I give a view) on the left hand, and go on for *Pulo Cinco*, with good anchorage all the way. A very small island with bushes on it between the *Pulo Babys* (Hog Islands) and *Pulo Cinco* must be left on the left hand; also the island *Pulo Cinco* itself must be left on that hand; you may keep close to it, and anchor behind it. A large ship may haul close to a stone jetty and lie smooth. You then pass within or without *Pulo Our* full of coco-nut trees, anchoring ground all the way; behind *Pulo Our* is shelter from NW winds.

Between *Pulo Cinco* and *Fort Marlborough* or *Bencoolen*, the only place for shelter, working to the northward, is behind *Serenity Island*, which has only a few bushes on it, and is very little known, not being easily distinguished: it increases in size, as all those islands on coral rock bottoms certainly do; as the coral rock branches vegetate, sand is gathered; it then becomes a sand bank; and when trees once get possession, what was formerly, perhaps, a shoal under water, becomes solid land. In the length of time I have known this coast, above 35 years, I have perceived islands increase much; and this small island, *Serenity*, lat. 1. 40 S particularly. Leave the island on the left hand, or to the NW (as you generally do all these shelter-giving islands, to avoid the swell on the NW part of them) and anchor behind it, in 4 or $4\frac{1}{2}$ fathoms water, a little better than a quarter of a mile from the shore: a view of it is given, bearing in one with *Oojong Rajah* (King's Point) SE $\frac{1}{4}$ S; at the same time *Pulo Tellore* (Egg Island) bears SW by W $\frac{3}{4}$ W: it has a sandy beach, and I suppose, is, or was frequented by turtle: it is covered with coco-nut trees only, and is remarkable from that circumstance.

Many

Many country ships not knowing this smooth road of *Serenty* against NW and W winds, have put back to *Marlborough*, after having got so far to the northward; here you get good water with ease, and 14 or 15 fowls for a dollar; whereas, at *Fort Marlborough*, you get only 3 or 4 for the same money.

I would recommend the island at least to be reconnoitred by ships going this way, that they may have a port to shelter in, in case of NW winds. *Serenty Island* is laid down in the French maps, and since, in Dunn's English directory, copied from them.

From *Serenty Island* there is no harbour southward, until you come to *Rat Island Basin* off *Fort Marlborough*, or *Pulo Bay*, a fine harbour near it; but to which, on account of its being very unhealthy, I would advise no ships to go, unless for a moment, being forced by a NW wind, from *Marlborough Road*: a SE wind, if it continues long, makes it sickly, even at *Marlborough*, because it blows over a great tract of swampy ground; therefore, let the vessel return to *Rat Island* as soon as she can, or to *Marlborough Road*. Ships that have lain in *Pulo Bay* some weeks, have, perhaps, felt no inconvenience at the time; but afterwards, sickness has often appeared, from the water, or more likely from the bad air, which, perhaps, left in the body the seeds of a very bad fever: of this I have seen many instances; and it particularly attacks Europeans. Malays do not mind the bad air of *Pulo*, being accustomed to it; but Lascars are affected by it, Europeans still more.

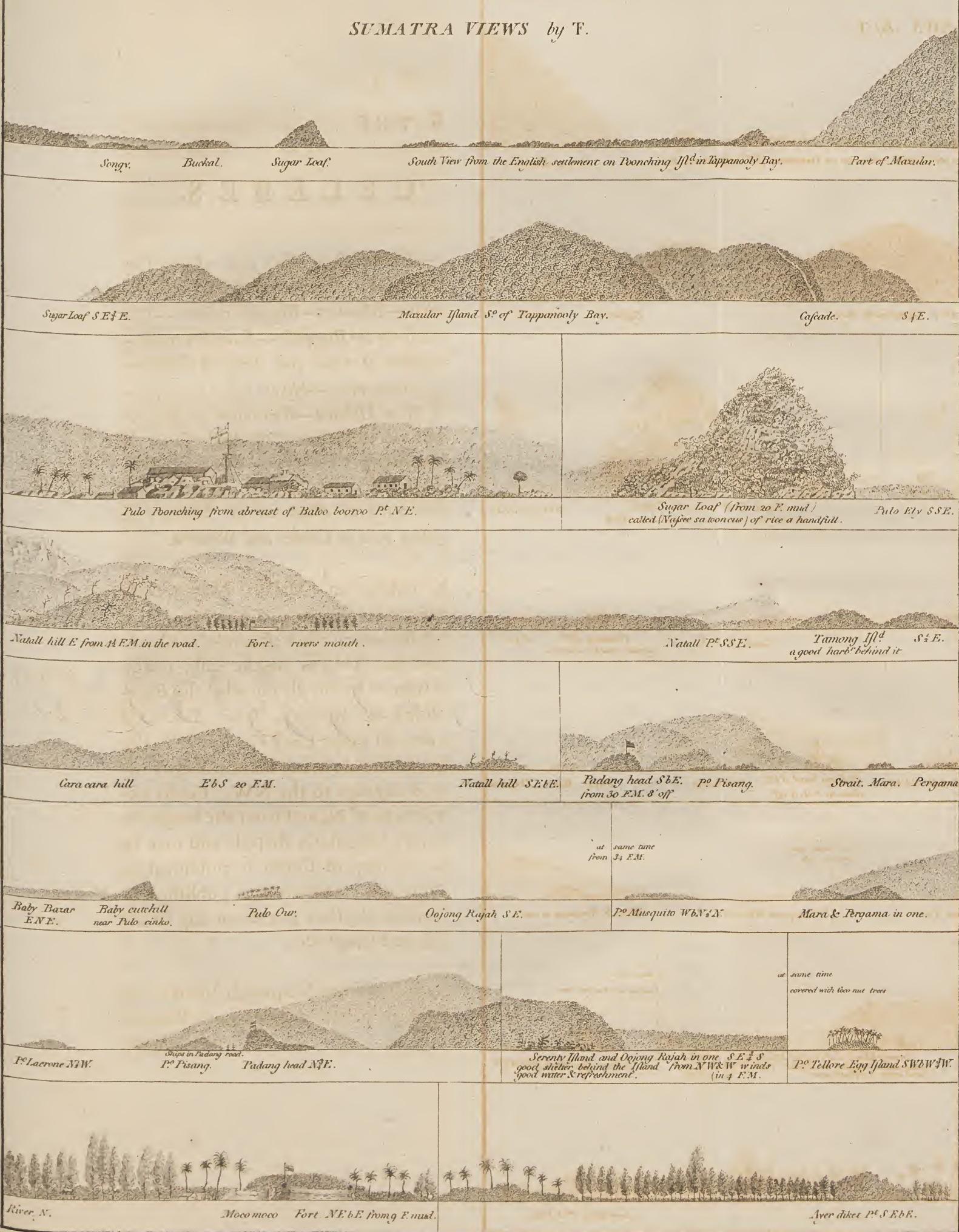
OF THE
ISLAND CELEBES.

Name—Situation—*Buggess Bay*—*Tominee Bay*—*Tolo Bay*—Little *Paternofer Islands*—Climate—Rivers—Six divisions of *Celebes*—*Goa-Bony*—*Warjoo*—*Sopin*—*Silindrin*—*Mandar*—*Buggess colonies*—*Goa* attacks *Macaffer* in 1780—Character of the *Buggesses*—Extensive trade—Reasons why the Dutch keep possession of what they have on *Celebes*—Manufactures—Shipping—*Buggess language*—History lost—Ingenuity—Religion—Marriages—Trade to New Holland—Revolution of government at *Passir*, in 1772; honourable behaviour of the *Buggesses* to the English on that occasion—Yearly produce of *Celebes* to the Dutch in gold—Dutch Fort near *Koandang*—Description of the *Sewa* or *Buggess Bay*—*Island Bally*—*Noquedah Inankee*, his hints about various harbours on *Bally* and *Lombok*—Mode of getting gold on *Celebes* and *Sumatra*.

THIS island, called by the natives and Malays, *Neegree Oran Buggess* (*Buggess Mans country*), sometimes, *Tanna Macaffar*, is situated between the great island *Borneo*, on the west, and the islands *Gilolo* or *Halamahera*, *Ooby*, *Ceram* and *Amboyna* on the east; to the south there lies *Salayer*, divided from it by the strait called the *Buge-roons*; by the Dutch; further south lie *Mungery*, *Timor*, *Sambowa*; the former, *Mungery*, called in our old maps *Land Van Floris*; to the north there is a pretty broad sea, where are many islands, *Sangir*, rather to the NE, and the *Sooloo Archipelago* to the NW. *Celebes* extends from the latitude of $6^{\circ} 10' S$, to $2^{\circ} N$, and from the longitude of $116^{\circ} 40'$, to $121^{\circ} 40'$; it is very irregularly shaped, and may be nearly as large as *Great Britain*. A map of *Celebes* is published in Postlewait's dictionary from D'Anville; another was published in 1791, by Mr. Robertson; in neither do they put down any river; they differ also in their latitudes and longitudes.

The following account I had chiefly from *Noquedah Inankee*, at *Queda*, in 1782: he was a *Buggess*, a native of *Sambowa* (a *Buggess* colony

SUMATRA VIEWS by T.



colony on the island of that name), a very sensible man, and had then his prow (*paduakan*), about 40 tons burden, repairing in the river. His account agrees with what I have learnt from other Buggeses I have conversed with in my many eastern voyages.

There is a deep gulf that runs far into the island from the southward ; this deep gulf is called *Sewa* by the natives, but by the English *Bugge's Bay*. There is also a deep gulf runs into the N E part of the island : its proper name is, I believe, *Tominee Bay* ; but by some it is called *Gorantellu*, or *Gunong-tellu* (*Hill-harbour*). It reaches so deep from the NE into the island, that the isthmus *Palos*, that divides the bottom of it from the west sea, is very narrow, forming a peninsula. On the N coast of this peninsula is *Mannado* and *Fort Amsterdam*, a Dutch settlement, whence they get much gold, in exchange for opium and Indostan piece goods, chiefly blue cloth, fine Bengal coiffes and hummums, iron and steel. There is also a gulf, not very deep, that runs into the SE quarter of the island, called *Tolo-bay*. *Gilolo* has three bays similar to *Celebes*.

In the strait that divides this island from *Borneo*, there is a cluster of thirteen small flat islands, called by Europeans the *Little Pater-nosters*, but by Malays, *Pulo Balabatakan* (*Islands behind*) : they lie nearer *Borneo* than *Celebes*, are covered with trees, and have navigable channels between them, but uneven anchorage. I have been on one of them called *Pulo Ayr* (*Water Island*) ; and here the Boadjoos, called often *Oranlout* (*Men of the Sea*), gather much swallow, in 8 or ten fathoms water *. The SE monsoon blowing through this strait, vessels cannot well work up against it on the Bornean shore, which being low, gives little or no land wind in this season ; where-

* To strike the swallow that lies upon the sand at the bottom, in 8 or 10 fathoms water, they fix four iron prongs, parallel to each other, along the surfaces of two iron shot, of 6 or 9 pounds weight, about 12 or 14 inches asunder, to which is fastened a small but strong line ; they then dry it in smoke, in the boat (a *paduakan* with a tripod mast), where often a whole family lives, and they generally keep on the lee side of the island, according to the monsoon. A particular account is given of the *Boadjoos* in my Voyage to *New Guinea*, p. 372.

as, on the opposite shore of Celebes, the land being high, there is always a fresh land-wind at night, and a sea-wind in the day, by means of which, a vessel can work up to the southward, get round *Pulo-lout*, and so proceed to *Batavia* or *Europe*. The climate of *Celebes* is very temperate; no violent heats, owing to the country being diversified with mountains, hills, and valleys; well ventilated, and much covered with wood: the three bays already mentioned, going far into the island, make water communication easy, and cause a circulation of cool wind over the whole island, so as never to be so hot as might be imagined from its low latitude. Its population is much the same as the island *Java*, where the Dutch have numerous possessions, and may be reckoned about 2 or 3 millions. *Celebes* has three rivers; *Chinrana*, the most considerable, takes its rise in the country of *Warjoo*, runs through *Bony*, and discharges itself by several mouths into the *Sewa* on its west coast. European ships can get into it, and sail a great way up over a muddy bottom. The second is the river *Bole*, with three fathoms water on its bar; it discharges itself, after a rapid winding course, at *Bole*, on the N coast of the island; but being confined to the peninsula of *Palos*, it cannot be very large, and has many shallows in it. The third discharges itself on the west coast of the island, a good way south of *Macassar*, where there is, within the mouth of the river, an island called *Sam-pang Java*, which often gives name to the river: it goes up into the country of *Goa*. The proper name of the river is *Jan-pandan*.

Celebes consists of six divisions, most of which have a particular form of government, &c. with a great mixture of the feudal system in every one of them.

The first I shall mention is *Goa*; this is the most ancient, and lies on the W and SW coast of the island, where *Macassar* is, the seat of the Dutch government. Here is a pretty strong brick fort called *Rotterdam*, with a garrison of about 300 men.

In 1763, being in the road on board of a Dutch ship (after having lost the vessel I had commanded, the Bonetta ketch, on

some rocks near to and in sight of the island *Salayer* *), though not permitted to go on shore at *Macassar*, I could perceive many guns mounted on the walls of the fort, from the road. The fort was said to be a square of about 400 feet, with 4 bastions: the road is well sheltered from any swell, by small islands and shoals that lie off it. One island particularly, lies off the SW part of *Celebes*, called *Pulo Kaka*, about 15 miles long, with three small islands to seaward of it. There is a jetty like the pier at *North Yarmouth*, built out from the town, to facilitate the landing of goods. The Dutch captain and officers were very shy of giving me any information. In the road lay a Chinese junk of about 600 tons. Here they catch immense quantities of fish of various kinds.

In this division of *Goa*, which extends a good way along the WSW and S coast of the island, the Dutch have on the S coast two wooden forts, where I have been in 1763, called *Bulo Combo*, and *Bontyn*, with a garrison of 50 men in each. But, notwithstanding repeated attempts from *Macassar*, with many European and country troops, I have heard from several, that the Dutch have never been able to get possession of the island *Sampang Java*, lying at the mouth of the river *Jan-pandan*, south of *Macassar*; so that *Goa* is almost independent of the Dutch. The King of *Goa* was formerly of most consideration on *Celebes*; and though greatly fallen from his former consequence, he is still the most powerful prince in the island, and the Dutch command but little beyond the fort of *Macassar* (except *Bulo Combo* and *Bontyn*) in the *Goa* district.

The government of *Goa* is monarchical; the king is called *Karuang*, sometimes *Rajah Goa*. *Navarette* calls him *Sambanco*; and his

* *Salayer* contains about 60,000 inhabitants. I travelled across it in 1763, accompanied by Mynheer Jacob Bekkisbaker, the resident: he kindly came by Mr. Sinclair's order (governor of *Macassar*), who honoured me with a letter, at the same time, to the small desert sandy island on which I was cast away. We were carried by men up the very steep hills (that run along the middle of the island from N to S), on bamboo chairs made on the spot, and partly on horseback on the flat lands. The natives drink much of a liquor called *Saqire*, drawn from the palm tree: they burn tallow from the tallow tree, as in *China*, to give light.

empire formerly extended, not only over the whole island *Celebes*, but also over several adjacent islands, before the Portuguese doubled the Cape of *Good Hope*.

The next district is *Bony*, or *Pony*, lying east of *Goa*, and on the west coast of the great gulf or *Sewa*, entirely under the influence of the Dutch, who endeavour, but in vain, to make it superior to *Goa*. Through *Bony* runs *Chinrana* river, after coming from the *Warjoo* country.

Bony, by the command of the river *Chinrana*, locks up as it were all access to *Warjoo* by water: but certain agreements exist between the two states, convenient to each in spite of the Dutch.

Bony is governed by a prince called *Pajong*. He is elected for life by seven *Orancayos*, a fixed number, which may be kept up by the *Pajong* (but not increased) from the *Dyons* (certain freeholders); and when an elector dies, a new elector is appointed by the *Pajong*, his heir not succeeding.

The Dutch always support *Bony* against *Warjoo*, and have made the *Pajong* almost independent; yet the *Pajong* is often restrained by a sort of parliament, elected by the freeholders: it consists of 400 members, 200 of which are called *Matua*, 100 are called *Pabicharro*, and 100 are called *Galarang*. But of this I never learnt a distinct account; and I mention it only as a hint for future travellers. And if such a mixed government does exist, it is natural to think the Dutch would endeavour to depress such liberal notions, which, in the end, would so strongly affect their own power and influence.

The third division of *Celebes* is *Wajoo*, *Warjoo*, or *Tuadjoo*; it is governed also by an elective prince, called *Aramatooa*. He is elected for life by the four nobles of the highest rank, called *Oran cayo Batta bazar* (nobles of the great flag), from the body of an inferior nobility, called *Oran cayo Batta ampat Pulo*, (nobles of the forty flags), there being forty in number; and when elected, if he should say,

“ I am

"I am poor," which may be the case, the reply made to him (by the nobleman who presides at the election) is, *Warjoo berennee, Warjoo caio, Warjoo quasso*; which signifies, *Warjoo* is brave, rich, and powerful: intimating, no doubt, he shall want for nothing. He then accepts of the government. Besides the four high and the forty inferior nobles, there is still a kind of freeholders called *Dyons*, as in *Bony*. The *Aramatooa* can only keep up the number of the four high, and forty inferior nobility, when they are, by want of heirs, extinct; but he cannot increase the number. In *Warjoo* only the nobility is hereditary.

The fourth division of *Celebes* is *Sopin*, where there are very high mountains, near the middle of the island. The fifth is *Selindrim*, NW of *Sopin*. The sixth is *Mandar*, on the W and NW coast of the island, under a kind of republican government: here they manufacture much cloth (*cambays*). The Dutch are settled in several parts of the *Mandar* dominions, and get from thence much gold; yet they, and the people of *Warjoo* in general, have not only preserved their freedom against the Dutch, but have (the *Warjoos* especially) emigrated from their own country, and made settlements at *Rbio*, situated near the east entrance of the Strait of *Malacca*, at *Sambowa*, an island east of *Java*, and at *Paffir*, on the east coast of the great island *Borneo*. They always consider their colonies as emancipated from the mother country, as soon as they are able to defend themselves. Of a revolution that happened at *Paffir*, on *Borneo*, in 1772, by a Buggees colony deposing the native Malay king, with great civility and good manners, more will be said; and I never heard that *Warjoo* (from whence the colony was settled) in the least interfered. So, history tells us, the Greeks interfered but little with their colonies in the island Sicily, and elsewhere.

Of these six divisions of the island *Celebes*, *Sopin* and *Selindrim*, being inland, are of small consideration, compared with the other four; yet *Sopin*, it is said, can muster many fighting men. *Goa*, *Bony*, *Warjoo*, and *Mandar* are much spoken of in history*. They had

* See Harris's Collections of Voyages.

many bloody wars with the Dutch, not only in former days, but as late as the year 1780, as I learnt from Captain James Scott, of *Queda*. The Buggeses of *Goa*, on some misunderstanding, attacked the Dutch fort *Rotterdam* at *Macassar*, but were beat off with great loss of men : they asked leave to bury the dead, which was refused. This caused much sickness among the Dutch of *Macassar* at the time.

The Buggeses in general are a high-spirited people ; they will not bear ill usage *. They are also great merchants : their prows, called

* *Pulo Condore*, formerly an English settlement in the Chinese seas, was cut off by the Macassar or Bugges garrison, about the year 1703, and a few survivors made their escape in a boat. The garrison had served their stipulated time ; yet the governor, Mr. Katchpole, would keep them against their will for a longer period. The editor says, the *Macassars* are a brave, industrious, and faithful people ; but, if provoked, daring and revengeful. Harris, vol. i, p. 855.

Monsieur Forbin, in the year 1685, at *Bancok* in *Siam*, had orders from Mr. Constance, who was his senior in command, to prevent all Siamese from passing his fort. There came down the river a Macassar prow (*galere*), which was stopped by the chain Mr. Forbin had thrown across. The Bugges captain told Mr. Forbin he had no Siamese on board ; that his crew were Macassars, returning to their own country. On which, Mr. Forbin said, when that was verified, he should have liberty to pass ; but, in the mean while, desired him to land his men, "que la cour de Siam n'eût rien à me reprocher," said Mr. Forbin. The captain, without hesitation, answered, "I agree to that ; but they must land with their arms." "What !" said Mr. Forbin, smiling, "are we at war then?" "No," answered the Bugges, "but the crest that I wear by my side is considered so much a mark of honour by our nation, that we cannot part with it without infamy." This reason appearing to Mr. Forbin unanswerable, he says, "Je m'y rendis, ne comptant pas qu'une arme qui me paroiffoit si méprisable, fut aussi dangereuse que je l'éprouvai bientôt après." Mr. Forbin unfortunately, afterwards, issued orders to his troops, commanded by a Portuguese whom he had made major, to disarm six Macassars. The Portuguese frightened said, "Monsieur, je vous demande pardon ; mais ce que vous proposez n'est pas faisible ; vous ne connoissez pas cette nation comme moi : je suis enfant des Indes : Croyez-moi, ces sortes d'hommes sont imprenables ; et il faut les tuer pour s'en rendre maître. Je vous dis bien plus, c'est que si vous faites mine de vouloir arrêter ce capitaine qui est dans le pavillon, lui & ce peu d'hommes qui l'accompagnent nous tueront tous sans qu'il en échappe un seul." Mr. Forbin goes on. "Je ne fis pas tout le cas que je devois de l'avoir que ce Portugais me donnoit, & persistant dans mon projet, dont l'exécution me paroiffoit assez facile, Allez, lui repartis-je, portez mes ordres, tels que vous les avez reçus. Je suis persuadé, qu'avant que de se faire

called *paduakan* (see the figure), go as far west as *Atcheen, Salengore,* and *Queda*, being very numerous, where in 1763 they took many Chulia ships. I never learnt truly how the affair was, but the gentle Indostaner of *Porto Novo*, where the Chulias of *Queda* generally fit out, resisted but faintly the bold Buggeses. They deserve the character

faire tuer, ils y penseront plus d'une fois. Le major s'en alla fort triste, & me continuat ses bons avis, me dit en partant, " Mon Dieu, Monsieur, prenez bien garde à ce que vous faites ; ils vous tueront infailliblement : croyez ce que j'ai l'honneur de vous dire ; c'est pour votre bien."

" Le zèle de cet officier me fit entrer en considération : pour ne rien hazarder, je fis monter 20 soldats Siamois dans la gorge du bastion, dix desquels étoient armés de lances, & dix autres de fusils. Je fis tirer le rideau du pavillon, & m'étant avancé vers l'entrée, j'ordonnois à un Mandarin d'aller, de ma part, dire au capitaine, que j'étois bien mortifié de l'ordre que j'avois de l'arrêter : mais qu'il receyroit de moi toute sorte de bons traitemens.

" Ce pauvre Mandarin, qui me servoit d'interprete, m'obéit ; au premier mot qu'il prononça, ces six Macassars ayant jetté leur bonnet à terre, mirent le crit à la main, & s'élançant comme des démons, tuèrent dans un instant l'interprete & six autres Mandarins qui étoient dans le pavillon. Voyant ce carnage, je me retirai vers mes soldats, qui étoient armés. Je sautai sur la lance d'un d'entr'eux, & jecriai aux autres de tirer." After this the Macassars got to their galley, and set it on fire ; they then set fire to a convent of Tellops, and killed all the monks : 366 Siamese and several French were killed, and 17 Macassars only, in this desperate busines.—Mémoires du Comte de Forbin, amiral de Siam du nom d'Opra sac D'Elom Cram, chef d'escadre des armées navales de sa Majesté, chevalier de l'ordre militaire de St. Louis, tom. i. Amsterdam, 1730.

When the Count d'Estaing took *Bencoolen* in 1760, where I unfortunately was, having been a freighter on board the ship *Denham*, that was burnt with all my property, he had a proof of the desperate spirit of Buggeses. After the English had been sent to *Batavia*, in the frigate Expedition, some Buggeses prows arrived and traded with the Malays. What gave offence, I cannot tell ; but the Count, afraid of an insurrection amongst the Buggeses, 2 or 300 in number, he having kept prisoner in *Fort Marlbro'* the English Buggeses captain, *Dyon Macoslay*, who was a Buggeses chieftain, and for whom his nation had a great regard and respect ; to prevent this, the Count invited several to the fort, and when three had entered, the wicket was shut upon them : in attempting to disarm them, they *mangamoed*, that is, run a muck : they drew their crevasses, killed one or two Frenchmen, wounded others, and, at last, suffered themselves for supporting their point of honour. The Count d' Estaing behaved with great civility and politeness to his English prisoners, distributing a small stock of provisions with great impartiality : and, notwithstanding what has been said of the Count, the English had Mr. Douglas, Governor of *Gambroon*, exchanged in his place, before

character given of Malays in general, by Monsieur Poivre, in his Travels of a Philosopher, " fond of adventures, emigration, and " capable of undertaking the most dangerous enterprizes." The word Buggeses has become amongst Europeans consonant to soldier, in the east of *India*, as sepoy is in the west.

The Dutch, in their quarrels with the Buggeses, have always played off one poweragainst another, and havelong lost all confidence

he took *Fort Marlbro'*. A French serjeant having got possession of a slave boy belonging to me, I applied to the Count, who ordered me immediate restitution ; and shewed me equal favour, particularly in letting me go early to *Batavia* in a Malay prow. *Gambroon* was taken by Captain Cesar, of the ship Condi of 50 guns, and the frigate Expedition.

Having said so much of the desperate disposition of the Buggeses, I cannot help saying something of the temper of Malays in general. If an European ship is passing the Strait of *Malacca*, or any of those straits in its neighbourhood, it is natural, if they see Malay prows, to send a boat towards them, to desire them to come on board, to get news, &c. This ought never to be done by force ; Malays have no other idea, when compulsion is used, but that it is the prelude to slavery or death ; and many fatal consequences have followed from attempts of this nature, when nothing hostile was intended on either side. If a boat sent on such business be ordered to lie-to at a small distance, and talk to the Malays, to disarm their first apprehension, fifty to one but they will then go on board voluntarily, especially if it is an English boat that calls them.

I mentioned in a note in page 73, that I was cast away in 1763, on a small island east of *Salayer*, in the Bonnetta ketch. There was no fresh water on the small sandy island, and I went to an adjacent island to search for some, but found a very little in holes of the rocks, enough only to quench our thirst. Returning to my companions next day, the 23d February, I saw two prows, one sailing away from the other, which was left with the sail flapping against the mast. It struck me, as I saw nobody, that she was deserted : and I cheered up the crew (Lascars only), to pull strong, to take possession of what I thought was abandoned. When within about three times the length of my own boat of the prow, about ten Malays appeared, with lances in their hands, from under the prow's thatched roof, where they had lain in ambuscade. I immediately called out to them, *Jangang takut* (Do not be afraid), held water with the oars ; yet the boat had such fresh way, that her stem went against the prow in a perpendicular direction, but did not strike hard. I instantly quitted the tiller, and, crossing the shafts, went on board, and took the *Noquedah* by the hand, ordering my boat immediately to lie off: his hand trembled, which pleased me much, as it assured me he was afraid. I soon persuaded him I was English. After asking for some rice and water, they said they would supply me ; but did not incline my boat should come and fetch it. I got a jar of water and a bag of rice, which was carried on board of my boat by their canoe. They had got a good many piece goods from the wreck. Mynheer Jacob Bekkibaker came soon after very kindly to my relief, as has been said.

with

with the natives in general. They keep what they possess on *Celebes* chiefly on account of its being the west frontier to the Spice Islands, and seem afraid of extending their commerce so much as they might, for fear of innovation of sentiment among the natives; or, rather, wish to discourage their commercial exertions, which formerly were very considerable. There are many other entrances to the Spice Islands, besides *Salayer Strait* (the Buggeroons) where the Dutch generally have cruisers, and the Buggeffes often find their way there in spite of their vigilance.

I have seen, 25 years ago, 15 Prows at a time, at *Bencoolen*, loaded with a mixt cargo of spices, wax, cassia, sandal wood, dollars, and the cloths of *Celebes* called cambays.

The Dutch have also the address to make the places held by them on *Celebes*, not only maintain themselves, but produce a clear profit, from trade and tribute, in gold, wax, rice, sago, slaves*, &c. The supreme government of *Batavia* supplies the different settlements with the cloths of *Indostan*, at $33\frac{1}{3}$ advance on the prime cost; whatever these cloths sell for more is the profit of their servants: they also sell a great deal of Bengal opium, *Porto-novo* blue and white cloth, fine Bengal coffees and hummums, and much iron, steel, and cutlery as has been said.

The inhabitants of *Celebes* are very industrious, weaving a deal of cotton cloth, generally cambays, which they export to all Malay countries; it is red chequered and mixed with blue; they also make beautiful silk belts, in which they fix their cresses.

On the coast of *Coromandel* they make a cloth in imitation of cambays, not so well wove, but of brighter colours, called the *chaw* (a red colour). The Buggeffes also often import cotton from the island *Bally*, both raw and spun into yarn. At *Bally* they do not understand packing cotton, as at *Bombay*, but stuff it into baskets.

* It is inconceivable to an European the number of domestic slaves the Dutch have at *Batavia*, Macassars, Javans, Nias, &c. something like what we read of old *Rome*: they all go wonderfully neat and clean, and many learn mechanical trades, the Nias especially.

The Buggeſſ cambay, though only one garment, which shrowds from head to heel when the wearer sleeps, is often fold from 6 to 10 Spanish dollars a piece: some are fine as cambric very strong wove, but dull coloured: being chequered, it much resembles tartan, and is often wore like a fash gathered up on one shoulder over a tight waistcoat, and breeches that reach within a span of the knee. Altogether a Buggeſſ resembles much a Scotch highlander, when the ends of the plaid are sewed together; his arms are fword, lance, dagger (durk) and target, sometimes a musquet and bayonet, or blunderbus, instead of the lance; but then he is attended by a lad, who, himself armed, carries ſeveral lances.

Their exportation to *Bencoolen*, of cambays, is ſuch that they have been obliged, lately, to lay a heavy duty on that article, as it interfered with our own importations from *Indoſtan*, and of cambays and lungys from *Bengal*. The Buggeſſes also manufacture, from the inner bark of a ſmall tree, a kind of paper, in which they wrap their fine cambays; they often dye this paper of various colours, and export much of it even to *Manilla*, and various other places: it reſembles the Otaheité clothing.

They build their *paduakans* (which in general we call prows at *Bencoolen*) very tight; by dowling the planks together, as coopers do the parts that form the head of a cask, and putting the bark of a certain tree between, which ſwells, and then fit timbers to the planks, as at *Bombay*, but do not rabbet (as it is called) the planks, as at *Bombay*. In *Europe* we build reverſely; we ſet up the timbers first, and fit the planks to them afterwards; the largest never exceeds fifty tons; they are bigotted to old models and fixtures in fitting their vessels.

The paduakans have their bow lowered or cut down in a very awkward manner; a bulk head is raised a good way abaft the ſtem, to keep off the ſea, and the fore part is ſo low as to be often under water; they are unfit to encounter a gale of wind, not being decked. (See the figure).

They

They make fire-arms, but cannot make gun locks ; they also cast small brass guns, which they call *rantakka*, and are curious in filigree work, both in gold and silver : the larger rantakka is about 6 feet long, and carries a half pound ball, like Marshal Saxe's amusette. They get many rantakkas from *Borneo* proper, where they are expert in making them.

At a place called *Kyly* or *Kyela*, north of *Macassar*, and in the Mandar division, there is said to be a spacious harbour ; there are also said to be some hills free from wood, and covered with grass, near the harbour, and many sheep are bred there : this is unusual in a Malay country, where trees in general have possession of the soil, and sheep are therefore universally scarce. Goats much more plenty.

There are two or three harbours on the east coast of *Celebes*, and two on the north coast, *Koandang* and *Amoran*, as I am told ; but I never was in any place but *Macassar Road*, *Bontyn*, and *Bulocombo*, where there are no harbours.

The Malays write their language in the Arabic character from right to left. The Buggeffes write their language in a character peculiar to themselves, something like the Rejang and Batta on *Sumatra*, as we do from left to right, of which Mr. Marsden has given a specimen *. Navarette, who visited *Macassar* in 1650, says they had a library of European books †. I take them to be a

* The accompanying map of my voyage in the Tartar Galley, to *New Guinea*, was wrote upon by Noquedah Inankee, which writing I sent home to Mr. Dalrymple, who was so good as to get it engraved on the old plate : it shews how far their writing resembles the Rejang and Batta. The Batta *a* being shaped like our numeral 6 inverted and placed horizontally, is clearly the letter *Ia* with the Buggeffes, as appears in the second letter that expresses *Cape Augustin* in the said map : there are also other strong resemblances ; The Rejang *Na* like the bugges *Wa* or the Roman or Greek *M*, occurs frequently, particularly in the second letter that expresses the island *Ceram*. Neither Greeks nor Romans, surely, knew any thing of the island *Celebes*, but the letter *M* may have travelled. Their vowels are in the same order as ours, *a, e, i, o, u, ung*. Their numerals I have unfortunately lost ; but remember that they had some resemblance to the Persian.

† Ensenenos algunas mapas y libros nuestros, querdava la libreria de su padre que era famosa. Tratados historicos, ethicos y religiosos de *China*. Wrote by Fran. Dom. Fernandez Navarett. Trat. 6, caput 8, sect. 2, p. 329; Madrid, 1676.

very ancient people, but whose history is lost; at least the many Buggeses I have conversed with seemed all to be of that opinion, and told me many stories of a former great king, called *Rajah Lout*, (king of the sea) who usurped the throne of *Goa*. He was admiral of his sovereign's sea forces, and succeeded in dethroning his master about 200 years ago. The Buggeses on the sea coast universally speak the Malay tongue, and they have many Malay phrases in their language, even whole sentences.

They are fond of sea charts, I have given many to certain *Noquedas* (commanders of Prows) for which they were very grateful, and often wrote names of places in their own language, which I read to them on the charts; and they were always very inquisitive about Europe, and *Neegree Telinga* (Indostan). Their Prows have not yet crossed the bay of Bengal, whatever they may do hereafter, whilst, doubtless, Arabian ships from the Gulphs found their way to Celebes, as well as to *Camfoo* (the city of Arabian traders), which was, perhaps, Canton, long before the passage round the Cape was discovered; and in those days, before Dutch oppression, the Buggeses certainly traded largely to most of the eastern islands in their own manufactures, and held many of them in subjection. The Dutch made peace with the Buggeses in 1667, on condition they should expel all the Portuguese.

The laws of the inhabitants of *Celebes* are administered according to old customs handed down from their ancestors, and retained in the memory of their old men (*Oran Tus*), and many are committed to writing in *Goa*, *Warjou*, *Bony*, and *Mandar*, and considered as the law of the land; in dubious cases they refer to the Koran, if applicable.

Their religion is Mahometan, with this laudable custom, if a man marries his equal, he takes but one wife; if below him, he may take four*. I have been told by several Buggeses, that they

* In the island *Sumatra* the common law is also retained in the memories of the elders

they sail in their Paduakans to the northern parts of *New-Holland*, possibly *Carpentaria Bay*, to gather Swallow (Biche de mer), which they sell to the annual China Junk at *Macassar*; they say also, gold is to be got there. I make no doubt but that our settlements in *New-Holland* will soon be visited by Buggeses, when the *English* extend from port *Jackson* further north into a warm climate.

When I was at *Paffir* in the year 1772, on my way to *Balambangan* with *John Herbert*, Esq. we found it a place of great trade, with two fathoms water on the muddy bar of a river which led up to the town forty-five miles; the tide running a good way up above the town, which consisted of about 300 wooden houses on the north side of the river, mostly inhabited by Buggeses, all of them merchants. The sultan, a Malay Prince, had his house and wooden fort on the south side, a very little way from the river.

Whilst the Hon. Company's ship *Britannia* lay about 15 miles off the river's mouth, in six fathoms muddy ground, Mr. Herbert, and most of the gentlemen who came with him from *Bencoolen*, civil and military, about twelve or fourteen in number, went up to town. They were received by Buggeses and a few king's guards, who by firing of musquetoons, &c. (small arms) as is their custom, though in an irregular way, did our Chief what honour they could. We were then lodged, by the king's order, in a decent house, on the opposite side of the river to where he lived in his wooden fort. Next day Mr. Herbert and several gentlemen waited on the sultan. On the 5th day after our arrival we were all to dine with the sultan by invitation. The head-man of the Buggeses, whose name was *Teroway*, and several of his nation, were also invited. We accordingly repaired to the palace on the day appointed about noon, in hopes of meeting the Buggeses, but not one appeared. A long table was spread in the European manner with china, plates, knives and forks, and benches on each side were placed for a great number

of Doosoons (villages,) but latterly, by the influence of the *English*, they are in some places committed to writing. Marsden's Sumatra.

of expected guests. After waiting a considerable time, and no Bug-
geses, nor even message from them, appearing, the sultan sat down
at the head of the table with several of his courtiers and relations
on his left hand, whilst Mr. Herbert and the English gentlemen
sat on his right hand. The sultan spoke but little; a very good
dinner was provided, and amongst many dishes of fish and fowl,
there was some excellent mutton, that, as I was told, came from
Kyly, on the opposite coast of *Celebes*. At dinner, we Chris-
tians drank wine which Mr. Herbert had provided; the sultan and
Malays drank sherbet, and some of them a very little wine. At
six o'clock, after drinking tea and coffee, we took leave, each
forming his own conjecture.

Next day we heard there was a misunderstanding between the
sultan and the Buggeses about the collection of port duties, the
latter insisting on what for many years they had enjoyed, and for
which they had always defended the freedom of the port from
Dutch influence. At this time we had landed many bales of long
cloth white and blue, iron and lead, from the Britannia, which Mr.
Edward Coles, the appointed resident, was disposing of. Mr.
Herbert, however, took the alarm, and went on board the Britannia,
at the same time sent me to reconnoitre the little Paternosters, a
group of 13 small islands already mentioned.

I was about four days gone, and on my return found that three
days after Mr. Herbert went on board the Britannia, *Teroway*, a Bug-
ges orancayo, and his men had surrounded the sultan's fort, and
forced him to leave *Paffir*, and retire to another river about 100
miles south of it. He was allowed to take with him all his pro-
perty without the least restraint. I was next day sent on shore by
Mr. Herbert to bring off the Company's goods. I found the great-
est tranquillity in the place, as if nothing had happened, notwith-
standing the recent revolution.

Teroway behaved with the greatest civility to Mr. Coles and my-
self, and lamented our intended departure. Mr. Coles, after send-
ing

ing off the Company's goods, embarked on the Britannia, by Mr. Herbert's positive order, though much against his own opinion and wishes, as at this very time a number of Buggeſſ Prows entered the river loaded with rich cargoes, and we had purchased a good deal of opium of Capt. Clements, from Bengal, of which these Prows were in great want. *Paffir*, as a factory, would certainly have been very advantageous to the Company, its situation being very centrical ; and, as I was only a spectator in this business, I must own, in my opinion, Mr. Coles was right, and Mr. Herbert was rather impatient and irresolute. The revolution being quietly brought about without bloodshed, and there being not the least danger of another, was the moment for us to fix, under the protection of the Buggeſſes, and without any charge of guard and garrison, quietly trade as in China (paying only a moderate duty of five *per cent.* but no port duty or measurement whatever, as in China), in a plentiful country of great resort.

From *Paffir*, the Britannia went to *Sooloo*, where opium is not in great demand, *Celebes* being its great mart. From *Sooloo*, the Britannia went to *Balambangan*, the capture of which place by the *Sooloos*, under a certain sturdy baron called *Dattoo Teting*, is related in my voyage to *New Guinea*, in February 1775.

I have thought proper to mention the above incident at *Paffir*, as it shews something of the character of the Buggeſſes. They are by far men of the most honour of any of the Malay cast I ever met with, are really a distinct people, and have something free and dignified in their manner superior to other Malays*. After the Count d'Estaing destroyed and abandoned *Fort Marlbro'*, in 1760,

* The *Macaffars* and *Buggeſſ* people who come annually to trade at *Sumatra*, are looked upon by the inhabitants as their superiors in manners ; the Malays affect to copy their style of dress, and frequent allusions to their feats and achievements are made in their songs. Their reputation for courage, which certainly surpasses that of all others in the eastern seas, acquires them this flattering distinction ; they also derive part of the respect shewed to them, from the richness of the cargoes they import, and the spirit with which they spend the produce. Marsden's *Sumatra*, p. 172.

many Buggeſs Prows came there to trade. I ſold them many cheſts of opium for dollars and *Persian rupees*, imported by the French, no doubt, from *Gambaroon*; and though they were under no reſtraint, they behaved with great honour and fairneſs to me, who was en-tirely in their power. *Fort Marlbro* was reſettled ſome months after-wards by Capt. Vincent, of the Oſterly, who was ſucceſſed by Mr. Audly from *Madras*.

In the above-mentioned voyage, page 228, I obſerved, that *Mal-falla*, a relation of the ſultan of *Mindano*, brought 70 ſlaves from *Celebes*. One of them, a very decent Buggeſs, named *Setoppo*, told me the Dutch get gold from the north coaſt of that iſland, including *Manado*, to a great amount.

<i>Tontolee</i> , rather on the NW coaſt under <i>Mandar</i> ,					
Produc-es tayels of a dollar and a half weight, yearly,	300				
<i>Bole</i> , lying east <i>Tontolee</i> ,	—	—	—	—	5,000
<i>Boliman</i>	—	—	—	—	5,000
<i>Koandang</i> , under <i>Mandar</i> , where are good horses, and off which are many ſmall iſlands,				3,000	
<i>Bolang Itam</i>	—	—	—	—	300
<i>Kydeepan</i>	—	—	—	—	200
<i>Amoran</i> , where is much rice and a harbour				1,000	
<i>Bolong</i> , producing wax, birds neſts, and much rice				5,000	
<i>Manado</i> and <i>Gorantellu</i>	—	—	—	—	5,000
					—

Tayels 24,800, which
at 5*l.* the tayel is, pounds ſterling 124,000. The Dutch garrion
their diſtinct poſſeſſions on this iſland, with about 8 or 900 Eu-ropeans, and country troops.

The Dutch gain much on their copper money, which going
amongſt the highlanders, and often worn as ornament (by
children eſpecially), never returns. About the year 1770, the
Dutch

Dutch obliged the inhabitants of Limboton to build a fort near Koandang, 500 feet square; the walls 3 fathom high. Setoppo could have no view in deceiving me in this account.—The poor man was ill at the time he gave it me.

I shall now describe the great gulf (*Sewa*) from the information of *Noquedah Inankee*, who has already been mentioned. I presented the *Noquedab* with a set of the charts (*Pata*) and views of land (*Toolisan*) of my *New Guinea* voyage; on each of which he wrote name and explanation in the Buggees language, and was much gratified with the present.

Having passed the strait between *Celebes* and *Salayer*, called the Buggeroons, keep on in a direction NE by N about 130 miles, and you will find, near the west coast of the *Sewa*, a small island called *Baloonroo*: it is visible 8 or 10 leagues off, and has on its east end some rocky islets; they must be left on the left hand going north. Further on, about a day's sail, which I fix at 60 miles, is the mouth of the river *Chinrana*: this river takes its rise in the *Warjoo* country, and passes through *Bony*; the capital of which is called *Tessoro*, and lies a day's journey by water from the mouth of the river; it has a good muddy bar, passable by large ships, and navigable a good way up. It has several mouths; and there are many towns on its banks, as has been said in both the divisions of *Bony* and *Warjoo*, where a great trade is carried on in gold, rice, sago, cassia, tortoise-shell, pearls, swallow, agal-agal, &c. &c. The anchorage is good off the river's mouth.

Half a day's sail further N along the west coast of the Buggees Bay or *Sewa*, is the river *Peeneekee*, not very considerable. Further on are two places called *Akolingan* and *Telludopin* on the said west coast; they are pretty well inhabited. Continuing still N, you come to the river *Sewa*, not very considerable; then to the river *Loo*, famous for boat building: then you come to *Mankakoo*, where there is gold and much sago very cheap; they have also cassia and seed pearl.

Being now come to the bottom of the *Buggess Bay*, the sago-tree abounds very much; and in many parts of the *Sewa* there are spots of foul ground on which they fish for swallow, which they generally carry to Macaffar, to sell to the China Junk.

On the east side of the *Sewa* the country is not so well inhabited as on the west side; the SE point of the *Sewa* is called *Pajungan*: here is a cluster of islands, rather small, with good anchorage amongst them. Having left the *Bay*, you come to the high mountains of *Cabayan*, and the island *Booton*, where lives a prince independent of any *Buggess* power, but, I believe, under Dutch influence.

This *Noquedah Inankee* had navigated a good deal about *Celebes* and the adjacent islands: he told me the *Gentoos*, on the island *Bally*, worship seven gods, named in general *Dewa*; or rather one god, to whom they give seven different attributes; that there are several places well inhabited west of *Carang-Affem* on that island, named *Padang*, *Casamba*, and *Tubang*, which last has a harbour. The high peak of *Bally*, bearing N by E from *Carang-Affem* road, is called *Agong*, and the high peak of *Lombok*, *Rangamy*.

I also learned from him, that that part of *Lombok* opposite to *Bally* is called *Sassa*, where is the road of *Tanjong Carang* (rocky point), into which you run over a rocky entrance, with 6 fathoms depth for 200 yards. In the SE corner of this road is a harbour called *Tring*, with 7 and 8 fathoms muddy ground.

He also told me, that on the NW part of *Lombok* is a harbour called *Kombang*. I consider all this information about *Tanjong Carang* road, *Tring* and *Kombang* harbours, as good hints. If ships go this way, it is surely worth while to send boats to reconnoitre the truth. I can never believe *Inankee* wanted to deceive; but the ideas of Malays in general (accustomed to small vessels) and ours are different with respect to harbours: he called *Lombok Strait* *Kallat Banco-banco*, which means *Whirlpool Strait*. *Banco* is a Bally word,

word, *Kallat* a Malay word, signifying strait: and here I cannot help mentioning the comfortable and cheap refreshment that is to be had at *Carang Assem* (*rough Stone*): see Dalrymple's maps; amongst which is a view of Bally Peak (*Agong*). Bullocks 3 dollars a-head, hogs a dollar; ducks 12 for a dollar, fowls 20; rice very cheap; and the great convenience of watering by their country canoes, that will carry on board 20 or 30 Gang casks for a dollar, two casks at a time. Bring the Peak (*Agong*) N by E, and anchor in 10 fathom sand and mud, a mile from shore, entirely out of the tide. The canoes go into a small river, and get excellent water.

The climate of *Celebes*, already spoken of, also the animals, may be considered as much the same as those of *Sumatra*, and the former as much diversified; of which Mr. Marsden gives a just account.

Inankee confirmed to me the account I have given in my Voyage to *New Guinea*, of the *Gentoos* on *Lombok* having large tanks on the hills for watering the rice-grounds during dry weather.

The gold of *Celebes* is generally got, as on *Sumatra*, from the beds of rivers and torrents; and there are many springs issuing from crevices of rocks that bring some little gold along with the water, which, running through a vessel bottomed with sand, leaves its treasure behind.

At *Pulo Sinko*, called *Salida* in some maps, a Dutch settlement in *Sumatra*, I remember, in 1758, close by the sea side, a small spring of fresh water running from a crevice of the rock equal to what issues from an ordinary tea-urn; it ran into a small cask, about the size of a butter firkin: some years afterwards the cask was full of sand and gravel. The Resident, Mynheer Van-Kempen, in 1771, took it into his head to wash this gravel; for which purpose a canoe, lying close to the spring, presented itself as very convenient: he got from a firkin full of sand and gravel as much gold as made his lady a sizeable ring, which I saw on her finger.

Some rivers are famous for giving gold of a high touch ; others give pale gold, of a low touch—*Mas moodo.*

The *Battas* of *Sumatra* make tanks, well floored with planks, and place them near a brook or torrent ; the tanks having gathered much sediment, they turn in a buffalo, which being driven a good deal up and down amongst the wet earth, the gold subsides ; they then throw off the upper earth, and find more or less gold at the bottom, according to their good fortune.

MAP of the
BAY of BENGAL
Shewing the
Islands of the Mergui Archipelago
and
Many others on its East side.

20

Somewhere, far, above Ava, is
held an annual Fair between
the Peguans & Chinese, during
the nine months of Jan^o & Feb^o.

20

15

15

10

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A
T R E A T I S E
ON THE
M O N S O O N S
IN
E A S T - I N D I A.
FIRST PRINTED IN 1783,
AND ADDRESSED TO
LAWRENCE SULLIVAN, ESQ.

INTRODUCTION.

NOTWITHSTANDING the remarks, rules, and observations, already published concerning the navigation from Europe to and from India, also in India, which are to be found in the Old East-India Pilot, by Thornton; in D'Anville's Neptune Oriental; also in Mr. Nicholson's and Philo-Nauticus's judicious remarks; it were to be wished we had more observations upon the subject. It is only from experience such observations can be made.—Above twenty-five years practice in what is called the country trade in India, during which time I made no less than eighteen voyages from Indostan to the eastward, enabling me to say a good deal upon the subject, is the reason of the present publication.

I find many good rules and observations in each of the authors already mentioned. The India Pilot errs in some things, though he is right in others. Philo-Nauticus I had the pleasure of knowing personally in India: he was a good merchant, and a skilful navigator. I shall, with great deference to him, and Mr. Nicholson, repeat a good deal of what they say, and add illustrations of my own. I shall also retain what I find in the India Pilot, when it is consonant to my own observation, and do him all the justice I can. His rules for sailing to and from *Batavia* are, in the main, good; but his description of *Bencoolen*, and the south-west coast of *Sumatra*, is unintelligible. And here I must observe, that, as I know little of the *Persian* and *Red-Sea* gulfs in the west of *India*, never having been there, I cannot criticise on his account of them, nor of the parts adjacent; as my experience has been mostly east of *Ceylon*. His rules for sailing along the coast of *Coromandel* and *Ceylon*, from accidents, such as the cutting down of trees, pulling down

down pagodas, building of new ones, &c. local changes, must make his land-marks of little use at present; but, when written, I dare say they were good.

You find in the India Pilot many fragments, since more correctly published by Mr. Dalrymple; *Shark's Bay* on the coast of *New Holland*; the dangerous shoals of *St. Brandon* near the *French islands*; and *Trinidad* in the *Atlantic*, by the famous *Halley*.

As I have, besides the eighteen country voyages in *India*, made four voyages from *Europe* thither; I hope what I presume to say concerning the best track to keep, both going and coming, will not be thought improper; although I am persuaded there are many more valuable hints than I can give, locked up in journals of the skilful commanders in the East-India service, which not being collated together, nor properly digested and published, the world is so far kept from much valuable knowledge on this subject.

Thornton, in the East-India Pilot, says you should, in crossing the *Line*, or rather in going from the *North Atlantic* to the south, keep within certain limits; which he draws in the chart. I apprehend this is being too precise, and may be of loss to an inexperienced navigator, who may think he does right, whilst within certain rules, though suffering from calms and unwholesome rains. *Thornton* says very judiciously, “The north-east and south-east trade-winds are subject to alteration; which variableness is sometimes found a degree or two sooner than in the aforesaid latitudes.” (He might have said, three or four degrees, instead of one or two.) “On the coast of *Brazil*, the winds often blow easterly from September to March, and to the northward of east; and from March to September, it bloweth often between the east, south-east, and south-south-east.” This perfectly agrees with the parallel I propose to draw between the theory of the monsoons in *India* and in the *Atlantic*; for in the *Atlantic* monsoons prevail, though little adverted to, as shall be shewn.

Of the Monsoons in general.

TH E word *monsoon* comes from the Malay word *mooffin*, which signifies season. By many who know little of the Malay tongue, the word *mooffin* is understood to mean *year*. But this is a mistake; for the word *town*, exactly as we pronounce it, signifies *year*, *mooffin*, *season*; and in the Malay idiom they say *mooffin baarat* (west monsoon), and *mooffin timor* (east monsoon), in places where the different monsoons blow nearly in these directions, as at *Batavia*, *Bencoolen*, *Malacca*, and many other places. They also say at *Passeir*, *Sooloo*, *Balambangan*, and many other places, where the gite or situation of the land or island favours the expression, by causing the winds to blow accordingly, *mooffin attara* (north monsoon); *mooffin salatan* (south monsoon). I beg leave to call, in the course of these remarks, the well-known south-west monsoon, the *summer monsoon*; and the well-known north-east monsoon, the *winter monsoon*. I also beg leave to call the north-west monsoon (well known, but the advantage to be drawn from it little adverted to in *India*, and of which I shall have a great deal to say in the sequel); I say, I beg leave to call it the *middle* or *cross monsoon*. It prevails from the Line to 10 deg. south latitude; whilst the north-east monsoon blows to the northward of it, in the *North Indian sea*, in the *Bay of Bengal*, and in the *China seas*. It is particularly mentioned by *Thornton*, and extends from the islands *Seychells*, or *Mahé*, as far east as the coast of *New Guinea*, and, I believe, through *Torres's Endeavour's Strait* between *New Guinea* and *New Holland*, into the *South Sea*.

Of the Causes of the Monsoons in India ; their Analogy to what we find in the Atlantic ; and how they coincide with, or oppose, the Trade Winds.

THAT the diurnal motion of the sun from east to west is the cause of the trade winds all over the world, with certain exceptions, owing to the intervention of lands, mountains, &c. is a kind of self-evident proposition. These winds go their continual round ; nothing interrupts in the *Atlantic* and *Pacific* oceans ; and in the *Indian* ocean, were the sea as open in north as in south latitude (I mean within the Tropics), the trade-wind would doubtless be found to prevail there also from the north-east all the year round, without any revolution from the south-west ; or, in other words, there would be no monsoon.

In the *Pacific* and *Atlantic* oceans, but more particularly in the latter, the motion of the sun from north to south has certainly an effect upon the north-east and south-east trade-winds : but the *Indian* ocean, by which I mean the whole contained between the *Cape of Good Hope* to the north-east ; then east as far as the *China* seas ; and then south, by *New Holland*, has no exit northward ; and is open only by the *Philippines* and *Moluccas* into the *South Sea*.

This ocean being in a manner shut up to the north, is most obviously the cause of the return of the clouds and vapours that are driven thither in the summer monsoon ; these vapours following, or being generated by the sun's approach. So islands, in hot countries, gather clouds on their hills towards noon, when the influence of the sun is great, which are again discharged, or sent back towards the sea, when the sun is gone*.

Let us suppose the continent of *Europe* extended from *Portugal* west to *America* ; or, in other words, were the *Atlantic* shut up to

* And such hills are generally clearly to be seen early of a morning, the clouds being then subsided.

the north, that ocean would, I apprehend, be subject to a regular monsoon as the *Indian* sea is: and we mean to shew it is not entirely without something which resembles a periodical monsoon, situate as it is, open, for aught we know, to the North Pole.

The east promontory of *South America*, situated in a low latitude, projects a little way into the *Atlantic*. Here the currents set northward in the summer monsoon, and southward in the winter monsoon *; following the sun precisely as they do in *East India*.

The body of water driven westward by the trade-wind at north-east in the *North Atlantic* to the *West Indies*, is stopped by the *American* continent, and finds an exit in the gulf of *Florida*. This strong current is well known; possibly the body of water driven by the south-east trade-wind in the *South Atlantic* contributes its share: but, from the gite of the east promontory of *Brazil*, and the trending of the coast thence to the west of south towards *Cape Horn*, there is the greatest reason to think the current sets southward almost perpetually; and especially as the current on the opposite *African* shore sets continually north near the land, from the *Cape of Good Hope* northward.

Of the three great promontories in the southern hemisphere, *Van Demen's* in *New Holland*, *Cape of Good Hope* in *Africa*, and *Cape Horn* in *America*, that seem, by their bleak, torn, and rocky fronts, to have withstood the southern storms (whilst, possibly, many thousand years ago, low and habitable lands contiguous to them have been submerged by the tempest), there are two remarkable phenomena peculiar to the *African* and *American* capes; and of which there is not the least doubt, as both are verified by experience: the current sets almost continually to the eastward off *Cape Horn*, and to the westward off the *Cape of Good Hope*. How the

* Vide Anson's Voyage; and Cook's Voyage in 1775. In the Centurion they had a continued help to the southward in winter, along the *Brazil* coast. This coincides with Thornton in the India Pilot, already quoted.

current generally sets off the south promontory of *New Holland*, we cannot tell, having no experience; therefore I can say nothing about it. But I think it is reasonable to suppose, that the almost perpetual westerly wind off *Cape Horn* causes the easterly current*; and the almost perpetual south-east trade-wind at the *Cape of Good Hope*, with the body of water driven westward by the said south-east trade-wind, in the *Indian ocean*, causes the westerly current. These well-known facts, I think, justify us, by analogy, to conclude, that the body of water driven before the south-east trade-wind in the *South Atlantic*, finds exit southward near the forementioned east promontory of *Brazil*; as, in a parallel case, the same similar direction or course of current, in the *North Atlantic*, finds exit through the gulf of *Florida*, which every body knows.

* Vide Anson's Voyage, and the remarkable current on board the *Lion of Cadiz*, Captain Durloz Guyot, of *St. Maloe's*, published in Mr. Dalrymple's account of Halley's Voyage. They were set 10 d. 36 m. of long. to the eastward, in returning round *Cape Horn* from the Line, in 1756, and fell in with a large island in lat. 54° 50' south, and long. 41° 32' west of *Paris*.

Of the Middle Cross Winter Monsoon.

WE have already ascribed the cause of the north-east monsoon to a kind of revolution in the atmosphere, from where the mountains of *China* and *Tartary*, of *Tibet*, of *Pegu*, *Indostan*, &c. being overcharged with vapours by the approach of the sun in summer, now, at his withdrawing south in winter, discharge the accumulated load; sometimes from a north, sometimes from a north-east direction, according to the gite or lying of the coasts near which it blows. On the south part of *Sumatra* it blows at north-west.

The great body of water that begins to run in various directions, west, south, south-south-east, &c. according to the said gite of lands and islands, comes like a torrent between *China* and the *Philippines*, from the north-west part of the *South Sea*, in the month of October, when the NE monsoon begins.

The current that, in November especially, sweeps round *Ceylon* to the west, cannot arise from any great accumulation of water in the *Bay of Bengal*, as it is what the French call a *cul de sac*, but is greatly furnished from the *Straight of Malacca*; which current I have experienced to set strong north-west and north-north-west, near *Queda* and *Jan Sylan*, for a little way into the *Bay of Bengal*, in November, from the said Strait.

Here it is obvious the said current, in the *Malacca Strait*, comes from the *China* seas; which also at this time sets through the *Banca Strait* towards the *Sunda Islands*. It is obvious also, that no great accumulation of waters can be gathered in the *North Indian ocean* near *Surat* and *Malabar*, as there is no exit that way northward, it being also a *cul de sac*; which brings me near *Africa*, where, from analogy, strengthened by experience, I suspect the middle or cross monsoon to be generated.

The

The south-west monsoon, sweeping down the gut of *Madagascar* in summer, without doubt causes a great accumulation of vapour on the mountains of *Africa*. These mountains, near the cataracts of the Nile, collect the annual stock which fertilizes *Egypt**.

Were *Africa*† narrow from east to west, to what it is;—were the *Mediterranean* and the continent of *Europe* much less in length than what they are; these vapours so accumulated might find exit to the west or north-west, into the *Atlantic* in winter, when the sun goes south: but it would seem that the burning sands and deserts of *Africa* drink up what part goes west from the above-mentioned mountains. The greater proportion, I suspect, goes eastward, on the *Indian* side, and causes the middle monsoon in winter.

From this quantity of accumulated ‡ vapour on *Africa*, I deduce the origin of the middle monsoon. True, it blows up the gut of *Madagascar*, as far as 20 deg. south latitude at north-east: the gite of the coast makes it follow this direction; but further east, a few degrees from the Line to ten degrees south, it blows west and north-west, as by many years experience I have found, insomuch as to be induced to shape my course accordingly, and profit therefrom; and never was disappointed in getting to my port with as much dispatch as I could expect. I therefore think it is reasonable, from the said experience, to conclude, that the middle monsoon originates from the revolution of vapours accumulated in the east part of *Africa*, and that part of *Arabia* that lies between the *Red Sea* and *Persian* gulfs in summer.

Having thus given my idea of its origin, the advantages to be deduced from it are obvious; for if the navigator runs into the

* *Africa* is above twenty times the area of the *Indostan* peninsula.

† See Bruce's Travels.

‡ For land winds (to which I have already compared the winter monsoons) blow in all directions from where the vapours are most dense; and on *Sumatra*, the land winds discharge themselves from the mountains that lie longitudinally in general; part to the strait of *Malacca*, and part to the south-west coast of the island.

middle of its region, which, for perspicuity, I call the belt *, from four to eight degrees south, he may make what easting he pleases. And here I choose to mention the current found in the Lively brig, in 1781, in passing the region of the middle monsoon, and, immediately after, the region of the north-east monsoon. The currents set in opposite directions; as witness the following instance:

From February the second, lat. 8 south; long. per account 74° 9'; per timekeeper 74° 3', until February the 17th (fifteen days), lat. 1° 16' north; long. per account 88° 24'; per timekeeper 91° 30'—set 3° 6' eastward of account. Winds mostly west north-west, being in the region of the belt, or middle monsoon.

From February the 17th, lat. 1° 16' north, until the 26th (nine days), lat. 7° 20' north; we were set 2° 3' to the westward of account. Winds mostly north-north-east†, being in the region of the north-east monsoon.

The Elizabeth man of war left *Diego Rais* the first of December, 1761, bound to *Madras*. She stood into 27 degrees south latitude, which surely was unnecessary: she got to *Madras* the 26th of January, being 56 days on her passage. In 1781 the Lively got from near *Diego Rais* to *Anjengo* in 34 days, by not quitting the belt until she got as far east as she chose.

* Jupiter has his belts. This dusky region (in winter), whilst clear weather prevails in the south-east trade, bounding it to the southward, and clear weather also in the region of the north-east monsoon, bounding it to the northward, may appear to an inhabitant of Jupiter like a belt for half the year.

† Those who go the inner passage late in September should not quit the Belt until they are as far east as they wish.

Of the Cross Summer Monsoon.

IN the preceding chapter on the middle cross winter monsoon, I have introduced terms which I see in no book whatever on the subject. If I find, or pretend to find, a new road, I surely may be allowed to give that road a name. Without exact names or definitions in a treatise on such a subject as this, it cannot be handled with perspicuity. I shall therefore proceed to describe what I mean in as plain language as possible.

The north-west wind which blows along the Belt from the Line to 8 or 10 degrees south latitude in winter, blowing in a direction perpendicular to, or across the north-east monsoon, I have therefore called it the cross monsoon: it being bounded to the south by the perpetual south-east trade-wind, makes me call it also the middle monsoon; it lying, as it were, inclosed between the north-east monsoon to the northward, and the south-east trade-wind to the southward.

But the south-east trade-wind in summer produced, or continued from where it blows perpetually, into a region to which it has not access in winter, and so blowing in a direction that crosses the south-west monsoon, the said south-west monsoon may, with equal propriety as the other, be called a cross monsoon. This being allowed, the one may be called the cross middle winter monsoon; the other may be called the cross summer monsoon: the word *middle* not belonging to this last with propriety, as it is not inclosed on each side; or, in other words, it may be said, that, in winter, north-east, north-west, and south-east winds blow in their respective regions; and in summer, the south-west and south-east only. In winter three different winds blow in the *Indian* sea; in summer only two,

Of the most eligible Track to keep from Europe to East India.

IF, therefore, a ship bound from *Europe* to *India* in winter, i. e. from the autumnal to the vernal Equinox, keeps a good offing, and does not come near *Madeira*, she will have the advantage of not being so much in the region of calms, as if she keeps further east; and will also be favoured with a current setting southward.

There are also other reasons why I would advise a ship bound to *India* to keep well to the westward, even at all times.

It is obvious, that leaving the Channel with a north-east wind, and having got so far south as abreast of the coast of *Portugal*, if the ship does not keep well to the westward, the high *Pyrenean* mountains, and others on the west quarter of the continent of *Europe*, may, in all likelihood, check a wind, which a hundred leagues further off blows in force*.

Being further advanced abreast the great continent of *Africa*, if the navigator does not keep well to the westward, the retardment he will meet with may be more considerable: for the continent of *Africa* being very broad, its middle part full of sandy deserts, may retard or stop the general easterly wind in a very considerable degree. The *Pyrenean* mountains can only check, but the deserts of *Africa* may almost extinguish the said wind. And it is remarkable, that the region of calms, rains, and tornadoes, in the *Atlantic*, is opposite to the broadest part of *Africa*, being nearly in the same latitude: and this is not to be wondered at, when we consider that *Africa* is the broadest piece of land

* So ships bound from the low latitudes of *America* to cross the *Pacific* to *India* are often baffled for weeks together, and even at a good distance from the land; which certainly is owing to the interruption the mountains left behind give to the wind. Farther on, fairly in the *South Sea*, this seldom or never happens.

Commodore Anson experienced this when he left the coast of *America*; he was many days becalmed in the *Centurion*.

upon the globe that passes under the Equator. No wonder, then, if the wind that blows from the *Indian* side is cooled, and almost extinguished, in passing over that vast heated peninsula *.

And although in the summer monsoon the winds off the east promontory of *Brazil* may be from south south-east to south, and south south-west; yet, from an apprehension that such are foul winds to get on with into a high south latitude, I would by no means have the navigator be against stretching that way, because he will thereby escape the calms that prevail further east near *Africa*; and, should the wind come so far to the westward as south south-west, a good stretch may be made south-east, to where, more in the middle of the *South Atlantic*, the south-east trade may be expected. At the same time, I would not advise to make so free with the coast of *Brazil* during the summer monsoon as during its opposite; for then, their winter, the current off the east promontory of *Brazil* assuredly sets to the southward; but I suspect it sets so all the year round, for reasons already given.

Having got into the *South Atlantic*, I would have the navigator pay more regard to getting south than east; that is, to steer rather south south-east than south-east, supposing the wind enables him to do either. I know to this advice it will be objected, Why not steer south-east, rather than south south-east? it cuts off so much distance. I see the force of this objection; but let the navigator reflect, that this fair wind, on which there can be no dependance for continuance in steering south-east, and by which, it would seem, he coveted easting as well as southing at the same time, may leave him in the lurch, by the expiration of the favourable spirt, in a parallel far short of where he might have got, had the getting southing at this time been his principal object; letting the easting come in only as a collateral or secondary consideration †.

* Birds of Paradise, to save their beautiful plumage, or rather to save themselves from being dashed against rocks or trees, are said to spring up into a moderate region when it blows a gale of wind below, near the earth's surface.

† In the Lively brig, in 1780, I got from Falmouth to the latitude of the Cape in 31 days. I kept a good way to the west of *Madeira*.

Having

Having got well to the southward, I would by no means advise coming near the *Cape of Good Hope*, if the navigator intends going without *Madagascar*, but to keep in 36 or $36\frac{1}{2}$ degrees of latitude. The variation of the compass determines the longitude nearly, though not so well as good lunar observations; and it is not unadvisable to make *Gough's island*, whence, who knows but refreshments may be had, and a harbour discovered? In this high parallel the winds are more steady, and the currents setting west near *Africa* are avoided.

If bound without *Madagascar*, I would now advise the navigator to pay his chief regard to getting eastward, and not covet northing too soon; never keep his ship right before the wind (unless, indeed, she fails best that way); to remember that east south-east and east north-east courses combined differ not from east. And here I would have him study the ease of the ship and her masts, in the course he shapes; always giving his officers a latitude of altering the course two or three points, so far as so doing makes the ship easier, or enables her to go faster; and by no means to confine his course to a certain point, as if deviating therefrom could be of any bad consequence here in the wide ocean.

From the longitude of 10 degrees east to beyond the meridian of the island of *Madagascar* the wind will frequently veer from west to south-west, south, south south-east, and south-east, and in the course of forty-eight hours, or three days, comes round to the western quarter again. When this happens, let him keep his sails rap full, and rely chiefly on his variation or observation for making *Ceylon*, or the *Strait of Sunda*. But, during the middle, or north-east monsoon, if bound for the *Strait of Sunda*, let him fall-in with *Engano*, or the coast of *Sumatra*, north of *Bencoolen*. If during the south-west monsoon, but especially in May, June, and July, he is bound for the *Strait of Sunda*, let him fall-in with the coast of *Java*, as south-east winds prevail there in general during these months; at the same time attended with revolutions from the opposite quarter; remembering that the current generated by the

wind at north-west on the north end of *Sumatra*, in summer, though it * drains in-shore as far as the south part of that island, the draining eastward goes not beyond the *Straight of Sunda* to the coast of *Java*; it being already exhausted on the coast of *Sumatra*.

* This circumstance of the draining of a current against the expected south-east wind, makes it not so hazardous to fall-in, in summer, to the west of the *Straight of Sunda*; though the Surat Dutch ship has often been baffled there. But if, during the middle or winter monsoon, he makes the land east of the *Straight of Sunda*, he must run back into the south-east trade to get westing, unless he boldly keeps near the coast of *Java* for land and sea winds; for here the current sets strong east during the middle monsoon.

Of the Monsoons of the South-West Coast of the Island Sumatra.

THE island *Sumatra*, being bisected by the Line, caus's a singular phenomenon, which ought duly to be attended to by those who have occasion to sail that way. The many voyages I have made upon that coast enable me to say something that may be depended on ; and I must acknowledge, that I sailed upon it several years before I knew the theory or nature of the monsoons there. I attributed circumstances to the whole coast of winds and weather, which only belong to half the coast at a time. Experience convinced me I reasoned wrong; and I have since found, that whilst the north half of the coast from *Atcheen Head* to the *Equator* is in the region of the north-east monsoon, the other south half, from the *Line* to the *Straits of Sunda*, is in the region of the belt or middle monsoon already mentioned, which, as has been said, blows only during the winter or north-east monsoon, from the *Line* to ten degrees south latitude.

The south-west coast of the north part of the island *Sumatra*, during the north-east monsoon, is affected by it, exactly as the *Malabar* coast is affected during the said monsoon ; that is to say, they have then the finest weather, with land and sea breezes : for the north-east monsoon that blows in full force behind this half of the island in the *Straits of Malacca*, is checked almost entirely by the high moutains ; infomuch that it does not gather force again till at a great distance. South of the *Line*, the middle monsoon checks it entirely, and in a manner extinguishes it.

Fix the point of a compass half way between *Atcheen Head* and one degree north latitude on this part of the island *Sumatra*, and with it describe a semicircle to the south-west ; within this semi-circle is the region of calms during the north-east monsoon : therefore, if the navigator values his time, let him keep clear of it. If near it, and west of the meridian of *Atcheen Head* at the same

time, he will find a drain of a current setting to the westward, that comes from the *Straight of Malacca*.

During the summer monsoon the south-west winds that blow in the *Bay of Bengal*, meeting here the high mountains, are checked, and blow down this coast from the north-west. They bring rain and bad weather as far as the *Line*; where, for a small space, variable winds prevail at all times of the year. Thus the gite, or situation of the coast lying from north-west to south-east, changes the line of the wind's primitive direction; a current setting to leeward accompanies it, being part of that great body of water that comes during this monsoon from the *Straight of Madagascar*, and passes *Ceylon* into the *Straight of Malacca*; for at *Atcheen Head* it separates; part going into the *Straight*, and part down the coast of *Sumatra*.

I have already said, that this coast of the north part of the island *Sumatra* resembles the coast of *Malabar* in the winter or north-east monsoon: but there is one circumstance in which it is essentially different, and of which the navigator should take particular notice. The north-east monsoon in the *China* seas is checked by the peninsula of *Malacca*, but recovers itself in the *Bay of Bengal*. It is again checked by the mountains of *Indostan*, but recovers itself in the northern *Indian* ocean off the coast of *Malabar*; where, it being lastly checked by *Africa*, it blows far up the gut of *Madagascar**. But the said monsoon being checked by the mountains on the north part of *Sumatra*, it never recovers itself, being lost, as I apprehend, in the middle monsoon, near to the region of which it reaches; and this, no doubt, causes the calms within the semicircle before mentioned.

On the other hand, calms need not be expected within the above-mentioned semicircle during the south-west monsoon. Fresh

* The north-east monsoon left the Elizabeth man of war in 21° south latitude and 2:11 longitude from *Mosambique*, on the 31st of January, 1764, as has been before hinted.

gales prevail there; and if a ship is bound from *Indostan* to *Batavia*, let her fasten as soon as she can on the coast of *Sumatra* in south latitude (but not north of *Indrapore Point*), where, with land and sea breezes, she may get to the *Strait of Sunda*, against the south-east winds that prevail on this part of the coast during the south-west monsoon; and about which I shall now speak more particularly.

Whilst the north part of the coast enjoys fine weather during the north-east monsoon, the south part of the coast is in the region of the middle or north-west monsoon, with fresh gales and rain, *vice versa* in summer; that is, during the south-west monsoon, on the south part, the wind coincides with the general south-east trade, and brings fair weather: and on the north part of the coast the south-west monsoon, turned by the gite of the coast, becomes north-west, as has been said.

At this time Dutch ships from *Surat* that go to *Batavia*, after quickly getting down the coast of *Malabar*, round *Ceylon*, are, when they come near the south part of *Sumatra*, much retarded with south-east winds. I have known these ships often put back from near the *Strait of Sunda* to *Bencoolen*, with a sickly crew; sail thence, and put back again; making a passage of three or four months from *Surat* to *Batavia**. And this makes me wonder that the annual *Surat* Dutch ship does not leave *Surat* in the month of January or February; run into six or seven degrees of south latitude; where, with the middle monsoon at west and north-west, she could quickly get to the *Strait of Sunda*.

* Were the ship to fasten on the coast of *Sumatra* near *Indrapore Point*, or south of it, the current generated by the north-west wind on the north part of the island, as already hinted at, drains down the south-east part of the island, close in-shore, even against the south-east wind, of which advantage is to be made. But large ships are afraid of keeping near the land. The current, all the year round, sets the whole length of the coast more to the southward than northward.

The following letter will further confirm what I have advanced from my own experience :

Capt. Lloyd to Capt. Forrest.

" IN answer to your letter requesting to know what course I shaped from *Atcheen Head* to *Bencoolen*, I acquaint you, that we passed from *Atcheen Head*, in sight of *Pulo Rondo*, the 27th of January, and steered south-west, south south-west*, and south, until we crossed the *Line*; then south-east, and south south-east, until in the latitude of the *Nassau* islands, where I met with strong north-westerly winds, which carried us to *Bencoolen*, where I arrived the 6th of February, having been only ten days from *Pulo Rondo*.

" I am, &c.

" T. LLOYD."

Ship General Elliot,
Bencoolen, Feb. 8, 1787.

* By steering south-west from *Atcheen Head*, Capt. Lloyd avoided being becalmed in the semicircle recommended to be avoided in page 107.

Of the proper Track to keep in going from Madras, or Bengal, to Bencoolen, Batavia, or Parts further East, during the Winter North-East Monsoon.

I HAVE been going from *Madras* to *Bencoolen* during the north-east monsoon; and, by steering south-east the nearest track, have had a tedious passage. About the meridian of *Atcheen* and a degree to its southward, we had the wind at south-east blowing fresh for several days. This was certainly a very irregular wind at this season. I was also once going a freighter in the *Europe* ship, *Denham*, from *Bengal* to *Bencoolen*, the latter end of winter (February 1760); and by not keeping the *Bay* open, but coasting *Sumatra* without the islands *Virkins*, *Nantian*, *Nays*, *Fortune*, and the *Nassau* islands, we had a tedious passage to *Bencoolen*, as we went within that semicircle already recommended to be avoided.

The best track is to keep the *Bay* open; or, in other words, keep near the meridian of *Point Palmiras*, steering south until in five or six degrees south latitude, where the middle monsoon at west and north-west may be expected. This coincides with the track kept by ships going to *China*, by Captain Wilson's passage, called *Pitt's Strait*.

The same track is recommended if bound from *Bengal* to places eastward in south latitude: but, if bound to *Atcheen* or the north part of *Sumatra*, let the navigator keep well to windward of *Atcheen Head*, and go through the *Surat* passage, if bound to *Nalaboo*, or elsewhere down the coast of *Sumatra*: directions for which are given in page 64 of this work.

Of the Track to keep from Madras, or Bengal, to Bencoolen, during the South-West Monsoon.

IN the month of August a ship may get from *Bengal* to the southward by keeping close to the coast of *Coromandel*; for then the freshes of the *Ganges* set along-shore. Having got a little way down, as far perhaps as point *Godewar*, she may put off when the wind hangs well to the westward, and get southing and easting together. But, should the navigator fall to leeward of *Atcheen Head* (for in *Atcheen Road* the wind blows through the *Surat* passage at south-west into the *Strait of Malacca*), let him anchor, the nearer the shore the better; and by land and sea breezes he may easily get to *Atcheen Road*, where, in smooth water, he may anchor and refresh: but it is unlikely for a ship to fall to leeward at this season.

Departing from *Atcheen*, the track is down the coast of *Sumatra*, leaving what is called *Passage Island* on the right hand; off the north-west end of which is a reef, which it would be proper to send a boat to reconnoitre and lie upon until the ship is past. Thence steer for *Pulo Mazular*, on the north-west end of which is a remarkable water-fall. In the French and English maps of this part of the coast (both copied from the Dutch, I believe), a line or track is drawn, and depth of water is signified close by that line. The honourable Company's ship *Experiment* was lost on *Bird Island*, 6 miles north of *Pulo Lucotta*, in 1772, by keeping in 28 or 30 fathom water. I have been on this very small island three or four times, in passing this way, to get birds and eggs: it is not in magnitude above half an acre, with grass upon it. Off its north end is a reef extending near a mile, where the ship was lost, owing chiefly to the false soundings laid down in the chart: therefore, I request the reader will take particular notice of what I am going to say on that subject.

I have passed this island at least ten or twelve times, and have been on it three or four times. In 1756 there was no grass upon

it. In 1765 there was grass on it. I have passed it in the night, without seeing it, steering by soundings in 17 and 18 fathoms muddy ground; also in the day, and almost (as near as I can recollect) in that mid-channel line laid down in the printed charts, and where 17, 18, and not above 22 fathoms should have been written; instead of which, 30 and 32 being written, the navigator naturally thinks, whilst in that depth, he is in that line. But I assert, that such a depth will carry him (if not upon) very near the island; which, though bold to the north within pistol-shot, is foul to the west. It is pity but the copper-plate was altered, by erasing from the track 30 and 32, and engraving thereon from 17 to 20 fathoms for at least 4 or 5 miles. In the fairway I lately found an overfall from 20 to 7 rocks, then, 18 mud: this is mentioned in page 64.

Besides the reef of this *Bird Island*, there are some very dangerous spots of coral rocks under water to the eastward of it, which I have seen as I passed. In short, sailing from *Passage Island*, until past *Mazular*, I would advise not to sail in the night; except within and *near* *Mazular*, I always passed within it in 17 and 18 fathoms. Having passed *Mazular*, steer for *Pulo Battoo* by the Malays called *Pingee*; off the north end of which are three small islands: give them a reasonable birth, and steer on within the large islands, but without the small islands.

If further down the coast, near *Indrapore Point*, you meet south-east winds, the ship must anchor, and with land and sea breezes work down the coast; observing what is said in the Directory about shoals off *Ipoo*, and other places north of *Bencoolen*.

Hitherto I have supposed the ship to pass within *Pulo Virkins* and what is called *Pulo Banjack*, or *Pulo Bania*. *Pulo Bania* (many islands) is the proper name. On the largest of this cluster, which lies south-east of *Virkins*, is a remarkable hill, making, in some directions, like a sugar-loaf: it bears with *Passage Island* SW by W, $\frac{1}{4}$ W (see page 64, and the Views of the *Hummock* and *Passage Island*).

Yland). If you go by *Passage Island*, this hill must be left on the right hand; but there is passage without it, *i. e.* between it and *Pulo Nays*. Keep nearest *Pulo Bania*, and anchor in the night if you can; for there are some shoals, and small islands, and overfalls, nowhere laid down; therefore pass them by day-light.

If you do not choose either of these straits, you may keep at sea, and pass between *Nays* and *Nantian*, where is a bold passage; nearest *Nays*, or even as far as *Naffau*, or the *Poggy* islands, where, failing close to the north *Naffau* island, between it and *Fortune* island, is a good passage*, leaving *Naffau* on the right; but so far to the southward during the south-west monsoon south-east winds may be met with; therefore, you must get in-shore, and anchor close to the main land, and trust to land and sea breezes, as before directed, being now absolutely in the region of the south-east monsoon; observing, if you have rain on the springs, it generally brings the wind from the westward, as south-east winds bring fair weather.

* Between the two *Naffau Islands* is the *Straight of Sekcup*, where is an excellent harbour. I have watered twice here, and got coco-nuts, pigs, yams, and fago, put up in attop leaves; for trifles of beads, blue cloth, and cutlery, &c. I staid a night at *Batoemongo* village, to the west of the south entrance of this strait. The natives are much fairer than Malays generally are, and much handsomer than the *Nias*, who are also pretty fair. They poison their arrows, which appears like mould on their points; if used well, nothing is to be apprehended from them: but beware of misunderstandings. I would advise to trade on shore at the watering place; but rather give up a point than quarrel. Fire a gun on your arrival, to give notice to their chiefs, many of whom speak Malay: if a Malay prow is here, make the Noquedah your friend, as the Malays are fly and cunning, and the natives are honest and credulous; they go almost naked. I visited a pepper-garden at *Batoemongo* in 1753, that had gone to ruin (see *Dalrymple's Memoirs*). They have a few fowls.

Of the best Track to keep from Indostan to Celebes, or the Moluccas, during the South-West Monsoon.

SAILING from *Indostan* so far east, and in south latitude, the navigator may meet the wind at south-east, east of the meridian of the *Strait of Sunda*, and even before. He is sure of it in May, June, and July; but there are often spirits of westerly wind, from which he may profit. The best rule, I think, is to get with the westerly winds in north latitude as far east as he can; then, when the wind comes south-east, stand south. Near the *Tropic* he may find the wind south, south by east, nay south by west, with which he may put about, fetching well to windward, according to where he is bound: if bound to *Gilolo*, he must stand far south, and make *New Holland*; on the west coast of which I suspect the wind is in this monsoon at south, corresponding to what it is on the opposite side of *India*, on the coast of *Africa*. But, assuredly, when he comes to that part of the coast of *New Holland* where the land trends suddenly eastward, in summer, he will have the wind at east.

If bound to the north coast of *Celebes*, the ship may go the usual track between *Balambangan* and *Borneo*; then, having worked down the north-east coast of *Borneo*, she may fetch the north coast of *Celebes*; remembering that in this monsoon the wind is fresh at south up the channel, between *Borneo* and *Celebes*.

Of Sailing from Indostan to Magindano at all Times of the Year.

IN the south-west monsoon, *i. e.* from May to October, a ship may get there in the usual track through the *Strait of Malacca*, in about five or six weeks, passing close to the north part of *Balambangan*, and to the south of *Basilan*: she might afterwards proceed to *China* as late as October, by the east of *Mindano*; nay even later: until December she has *China*, as it were, under her lee; because she can get into the *South Sea* far nearer to *China* than the *Pitt's Strait*. I may venture to say, a good ship may get from *Mindano* to *China* at any time of the year, and *vice versa*. She may also return from *Mindano* to *Madras* at any time.

If during the south-west monsoon, from May to October, she must stand over to the west coast of *Celebes*, where, with land and sea breezes, the land being high, she gets to the southward, so as to be able to weather *Pulo-Lout* on the south-east part of *Borneo*. Care must be taken to keep close to *Celebes*; because on the opposite shore of *Borneo* the winds are at south, and no land wind (the land being low). Having passed *Pulo-Lout*, the wind is fair at south-east to run within *Java* through the *Strait of Sunda* into the south-east trade, in eight or nine deg. south latitude; and the ship ought to endeavour, before she stands to make *Ceylon*, to be full as far west by her dead account, as the meridian of the west part of it. A north course may then only make the east part of it, the current sets so strong east during the south-west monsoon.

I have said the navigator must, from *Mindano*, shape his course between *Celebes* and *Borneo*. This is recommended, because the west coast of *Celebes* is high, and he is sure, by sea and land winds near it, to get forward. If he went between *Celebes* and *Gilolo*, possibly he could not get forward at all; as I suspect (though I cannot certainly say) that a southerly wind blows throughout this strait during the south-west monsoon from side to side; which

is not the case in the other channel between *Celebes* and *Borneo*. Prows go continually from *Pasir* to *Batavia*, and elsewhere, by standing over to *Celebes*, to the northward of the Little Pater-nosters, and so weather *Pulo-Lout*; where, in the south-west monsoon, the wind is south-east, as has already been said.

To sail from *Mindano* to *New Guinea* during the south-west monsoon, the navigator must sail into the *South Sea* as far as the meridian of the part he wants to visit, and then steer south, endeavouring to fall-in to the eastward of his port, as the current sets west on this coast during that monsoon, and the wind is at south-east.

In short, *Mindano* is so centrically placed, that I see no difficulty of sailing to and from thence at all times to any part of *India*, by observing this general rule: that during the south-west monsoon, from April to September, the winds in *India*, east of *Ceylon*, are south-east in south latitude; and, during the north-east monsoon, that is, from November to April, the winds are north-west in south latitude in the Belt.

This being adverted to, it is obvious that a ship may get from *Madras*, *Bengal*, or *Bombay*, to *Mindano* at any time; if during the south-west monsoon the course is well known to be through the *Straight of Malacca*, as has been said; if during the north-east monsoon, from November to May, she must run east in five or six south latitude, and might venture, having passed *Salayer* (the Buggeroons), in the track to *Pitt's Strait*, to stand north between *Celebes* and *Gilolo**; but if between these islands she finds a north easterly wind, which is likely, I would then advise to stand directly through the *Straight of Augusta*, *Pitt*, or *Golowa*, into the *South Sea*. Being then in the *South Sea*, the ship must steer north, as if going to *China*, and make Cape *Augustine*, the south-east point of *Mindano*.

* Ships often make a short cut this way, with the wind at NW, as I am informed.

This

This passage is against the monsoon, but may be made in seven or eight weeks from *Madras* to *Mindano*; whereas, with the monsoon, it may be made in five or six weeks.

Again, a ship may sail from *Madras* to *Mindano* in five or six weeks, and return directly in seven or eight, during the south-west monsoon, and *vice versa*. She may sail during the north-east monsoon to *Mindano* in seven or eight weeks, and return to *Madras* in five or six. In the first case, she sails with, and returns against; in the second case, she sails against, and returns with, the monsoon.

Of the Outer Passage to Bombay ; of Cross Winds in the Bay of Bengal ; Currents in the China Seas ; South Coast of Africa ; Passage Home.

THE advantages of getting to the eastward in winter, by running from *Indostan* into the Belt, I have endeavoured to illustrate. The getting to the westward against the south-west monsoon may also be effected by a similar manœuvre, viz. running into the south-east trade: this is called the outer passage to *Bombay* and the *Gulphs*, now well known, and first, I believe, attempted and executed by that able seaman and navigator Sir William James, in the *Protector*, about the year 1756. The general rule is, to avoid the *Basses de Chagos*, by steering in a certain parallel. A kind of cross wind blows also in the *Bay of Bengal* during February, March, and April; whilst in the middle of the *Bay* it blows north-east, along the coast of *Coromandel* it blows from the southward; well known by the name of the Long-shore winds: notwithstanding which, the wind blows often at north-east in February on the coast of *Coromandel*, and sometimes in March for a few days. Whilst the Long-shore winds blow, it is impossible to get against them to the southward without leaving the land; but when in May land-winds begin to blow, it is easy to get to the southward by anchoring, and profiting by the land and sea breezes.

At the beginning of the north-east monsoon the current sets strong to the southward in the *China Seas*; and at *Pyrate's Point*, the north cape of *Borneo*, it divides, passing both the west and the north-east coast of that island, until late in January. The current then sets west, through the strait between *Borneo* and the islands *Balambangan* and *Banguey*.

I shall say little about the passage home from *India*; it is a kind of beaten track. Many commanders in the service can treat the

subject better than I can pretend to. But, in getting along the south coast of *Africa*, I am an advocate for keeping near the shore, to profit from the windward current *; and there the winds never blow right on the shore, which lies nearly east and west. I have therefore called that quarter the south coast of *Africa*. The idea of a cape, which oftener makes an acute than an obtuse angle, may have led geographers to make the famous *Cape of Good Hope* an acute angle; whereas it is nearly a right angle, the coast trending almost due east a great way. Being past it, I am for avoiding *Africa* for the same reason as when outward bound; but ships are seldom so much becalmed homeward as when leaving England.

* See Major Rennell's excellent Map and Treatise on this subject; digested with great ability from what may be called the essence of a multitude of journals.

C O N C L U S I O N.

HAVING, in the preceding pages, gone through what I undertook, *A Treatise on the Monsoons in India*, I beg leave to make a few desultory remarks.

What I have said has sprung from a long practice, on which I have formed a kind of theory. The theory goes hand-in-hand with the practice; and in many places I frankly acknowledge my errors, particularly about the south-west coast of the island *Sumatra*, where I have often been. Latterly I found circumstances of wind and weather peculiar only to half the coast at a time; which I, in the days of my ignorance, attributed to the whole length of that south-west coast. I never knew a severe gale of wind on that coast. It often blows from the north-west a close-reefed topsail gale; seldom above that, unless perhaps, where a land-wind comes off at north, it may, for a few minutes, oblige a ship to edge away with the mainsail up, which is a far preferable manœuvre, if there is room, to clewing up a topsail, and, by letting it flap, endanger its existence. These squalls seldom last above seven or eight minutes with violence. Here the Equinoctial Line, which bisects the island, acts like a temperator, if I may be allowed to use the word. Storms are never frequent near the Line; and the changing of monsoons on this coast is never accompanied with that violence that we find in the Bay of *Bengal* and the *China* seas. There the adjacent continents with high mountains breed tempests like what is found on the east coast of *North America*. Islands, it would seem, cannot accumulate stock enough of vapour to produce violent gales; and what matter they do collect, at a certain distance evaporates.

Yet the severe gales we hear of at *Mauritius* are mostly internal, and within two or three leagues of its outer circuit. Further off I suspect the weather may be moderate, whilst irresistible hurricanes pervade the island itself. The wind seems to lose its force inversely, according to the distance, that is, when the gale is generated in the island: but in the latitude of *Mauritius* gales are also often felt very severe, blowing from south-east, and then veer with the utmost violence to another quarter (often to the north-west), much more violent than is ever found in north latitude, in the *Indian*, *Atlantic*, or *Pacific* seas, except at the critical breaking-up of the monsoons in *India*, or in the hurricane months in the *West-Indies**. The cold is also more severe in the southern than in the northern hemisphere; witness the severity of it felt at *Terra del Fuego* in summer, as once experienced by the two friends, Messieurs Banks and Solander.

* It may be suspected, that were not the two *Americas* joined by the isthmus of *Panama*, there would be no violent hurricanes in the *West-Indies*.

END OF THE TREATISE ON THE MONSOONS.

P R O P O S A L
FOR
MAKING SHIPS AND VESSELS MORE CONVENIENT
FOR THE
TRANSPORTATION OF PASSENGERS.

I HAVE heard of the Hero man of war carrying, besides her crew, many passengers to the island *Minorca*, when restored to the English at the end of the war before last: the ship was so crowded with men, women, and children, that to pass along was difficult: however, the passage being favourable, and method and order being particularly attended to, they were safely landed.

The bad consequences of a long passage in a crowded ship, more particularly if attended with rain or foggy weather, which cause a ship to be not only upon deck, but throughout, very dirty, are often severely felt, being followed immediately with colds, and, in time, often with the breaking out of the scurvy and other disorders.

To remedy such inconveniences, it is proposed to fix certain galleries from near aft to abreast of the ship, as far forward as what is called the chestree: that will be of no weight to strain the ship's hull, of little trouble to fix and unfix, and of no interruption to her working, but of great relief to the crew and passengers, who, if during one hour of the day only, in a crowded ship, might, from such a short intermission of bad weather, rig out the galleries

galleries fore and aft, or to windward only, receive great benefit from airing themselves and drying their clothes, and thus, by giving room within board, to make the ship sweet and clean ; for it is not soon that the decks of a crowded ship will dry after washing.

This is not proposed to be done in bad weather, but in indifferent smooth water. In trade-winds the galleries might be kept out night and day.

The idea of this contrivance is taken from *real* experience in a *Sooloo* boat, in which I went from *Balambangan* to *New Guinea* in the latter end of 1774, a distance of about 450 leagues. The boat or prow was not above ten or twelve tons burden, but had a gallery on each side that extended almost her whole length, projecting about thirty inches on each side : here they rowed, cooked, and generally slept ; and it gave the vessel an amazing deal of room, as we were 22 in number, and often 30, on board at a time, and were out 20 months altogether, and visited 18 different harbours ; plans of which are given in my account of the voyage. The names of none of these harbours are upon record in any book I have seen.

As such a contrivance, lightly made with split bamboos or cane, is universal amongst the Malays and inhabitants of the *Mindano*, and they do not find it strains or hurts their small vessels, much less would it affect a large ship, where the length and weight of the projecting gallery bears a much less proportion to the burden : and this is much in favour of the proposal ; for, in proportion to the increase of the tonnage of the ship, the weight of the gallery comparatively diminishes.

To fix these galleries, it is proposed to pierce the ship's side with a scuttle close to a beam (see the figure in the circular view of *Bos*'s harbour) : through this scuttle a small beam, 13 feet in length, equal to half the breadth of the ship (15 feet), excepting two

two feet, is to be put out, keeping its heel 3 feet within board, to be bolted to its corresponding deck beam; this 10 feet beam will be without board. These gallery beams are to be numbered from abaft, and across their ends are to be laid fore-and-aft carlines, each with a mortoise, to receive stanchions, in order to form a rail at the outer end of the gallery.

It is objected, this will strain the ship's upper works: it is easy to have props or stanchions from the bend, or rather above it, to the false beams, as this throws the weight on the body of the ship: but I apprehend no such objection can justly be made.

It is obvious what advantages would arise from the crew's being obliged to eat on this gallery; the offal at meals would then fall into the water, and in fine weather at sea the crew would wish to sleep on them; for it is only in harbours, where, from dews and noxious exhalations from stagnant waters, sleeping in the open air is hurtful. The relief given also to the body of the ship by keeping live stock of all kinds on this gallery, from whence all offence drops immediately overboard, is sufficiently obvious.

It must also be convenient in drawing water immediately up: this would induce the sailors to bathe often, from which most salutary and agreeable office they are disinclined, by the ship's head, generally kept for that purpose, being always in a very dirty condition, from the vicinity of the kitchen, and other necessary causes: and the poor men, having on this roomy gallery good conveniences, not only to wash, but also to dry and air their clothes, bedding, &c. would be rather inclined to do it frequently.

An obvious advantage arises from the gallery's shading the ship's sides from the sun; and by spreading awnings, much good water might be saved when it rains, free from a tarry taste by touching ropes in the body of the ship.

The gratings *a b* and *c d*, when the galleries are in, can be put in

in battans under the decks, where they will disappear, taking little or no room, whilst the false beam lies snug by the side of its correspondent deck beam. Suppose a ship of 30 feet beam rigs out a gallery beam of 10 feet in length of each side, reserving 3 feet heel within board: this, with 70 feet in length from abaft to the chestree, will give 700 superficial feet; which, at 3 superficial feet for a man to stand, gives room for 233 men to stand on one side, and double the number when the ship is at anchor. But, allowing a space 6 feet long, and $1\frac{1}{2}$ broad, to lie down upon, which is equal to 9 superficial feet; one side, at this rate, will admit of 77 men, and both sides of 154, to lie without much inconvenience; and so in proportion for larger or smaller vessels.

I have supposed each gallery beam to be shorter by 2 feet than half the beam of the ship: so supposing their heels to meet when rigged in, the other end will be 2 feet from the ship's outer side; this will enable the scuttle to throw in light, and admit air. The scuttle ought also to be 1 or 2 inches deeper in height, though exact in breadth to the gallery beams; by which means some light and air can at all times be admitted into the ship, as I suppose the scuttle shutters are not to be shut but in bad weather; and even then a piece of thick glass may be fixed to give light, as I have often seen.

How far this proposal may be extended to slave ships, let others judge; but as they sail almost always in low latitudes, their galleries might be accordingly kept out night and day, to their great health and comfort. Let a thirsty man bathe with salt water; it refreshes and affuages his thirst: this outward simple application to the human body succeeds best when thrown over it, well covered with a thick garment; the fresh particles of the salt water are then absorbed by the pores, and have a wonderful effect. This I know from experience with Lascars, and others, when sometimes, though, I thank God, very seldom, having been rather short of water in my many country voyages.

To

To what I have said about making ships and vessels more convenient for the accommodation of passengers, I might add something about making boats more convenient for the accommodation of slaves on the rainy rivers of *Africa**; stowing of goods, lumber, &c. by using the tripod mast, like the Bugges *Paduakan* of *Celebes*, described in one of the cuts of this work, also in the Voyage to *New Guinea*.

In the Tartar galley already mentioned there was a tripod mast fitted in that manner, and it gave an amazing deal of room in the body of the vessel for the crew; which, added to that given by the galleries, made her, although only a boat of 10 or 12 tons, have the accommodation of a vessel of three times that burden. The tripod, when struck, offers itself as a boom to spread a tarpaulin upon, or cajans, as the Malays call palm leaves sewed together. The best leaves for this purpose are from a tree called by the Malays *neepa*; it grows in all Malay countries on low grounds, and, doubtless, is to be found on the banks of the *African* rivers: it resembles (as it has no stem) a coco-nut-tree sunk in the ground up to its leaves, and bears a coarse fruit as large as a man's head, which divides into kernels of the size of a hen's egg; part of which may be eat, but it is insipid: it also gives a toddy, from which at *Queda* they distil a spirit. The toddy is got as from the coco-nut-tree.

Drifts of this *neepa* are often seen in the Straits of *Malacca* and *Banca*, like floating islands; the leaves are about five or six inches broad, and are sewed together, overlapping one another about one inch, and, being from five to seven feet long, make an excellent shelter from rain, as the water does not soak, but runs off; unlike the spongy flags with which on *Bengal* river they cover boats. This leaf also, folded over a thin lath of bamboo cane, about two

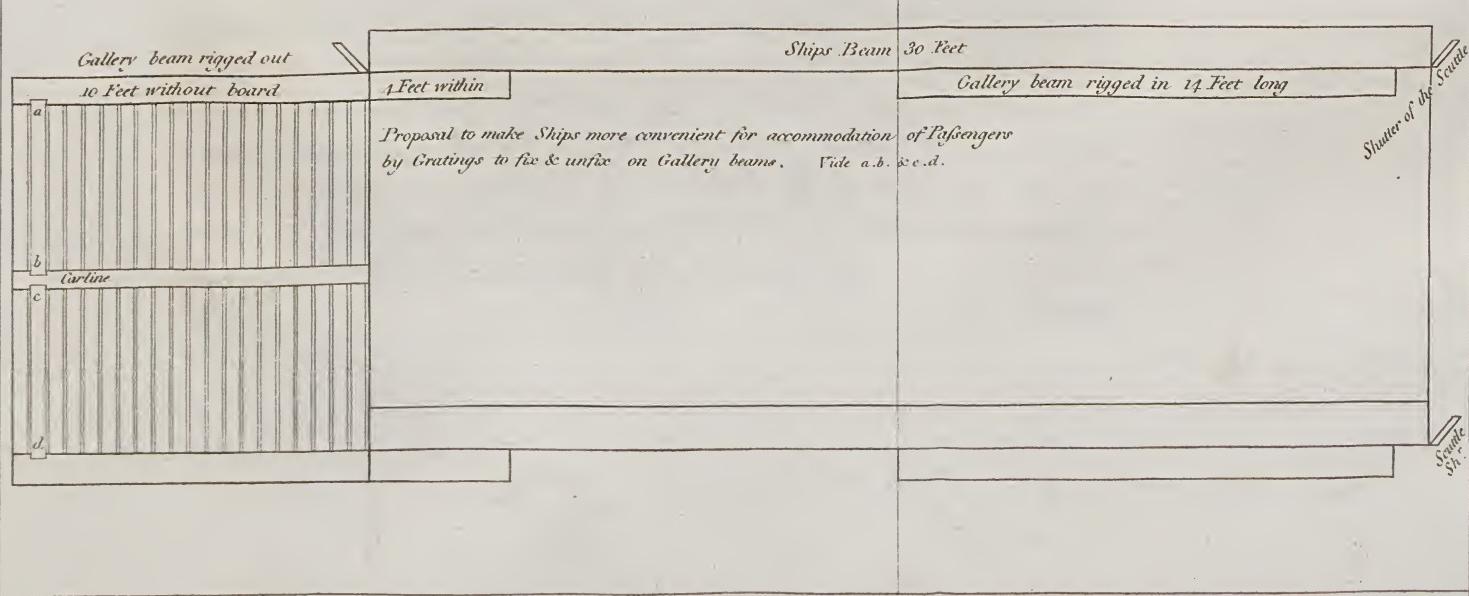
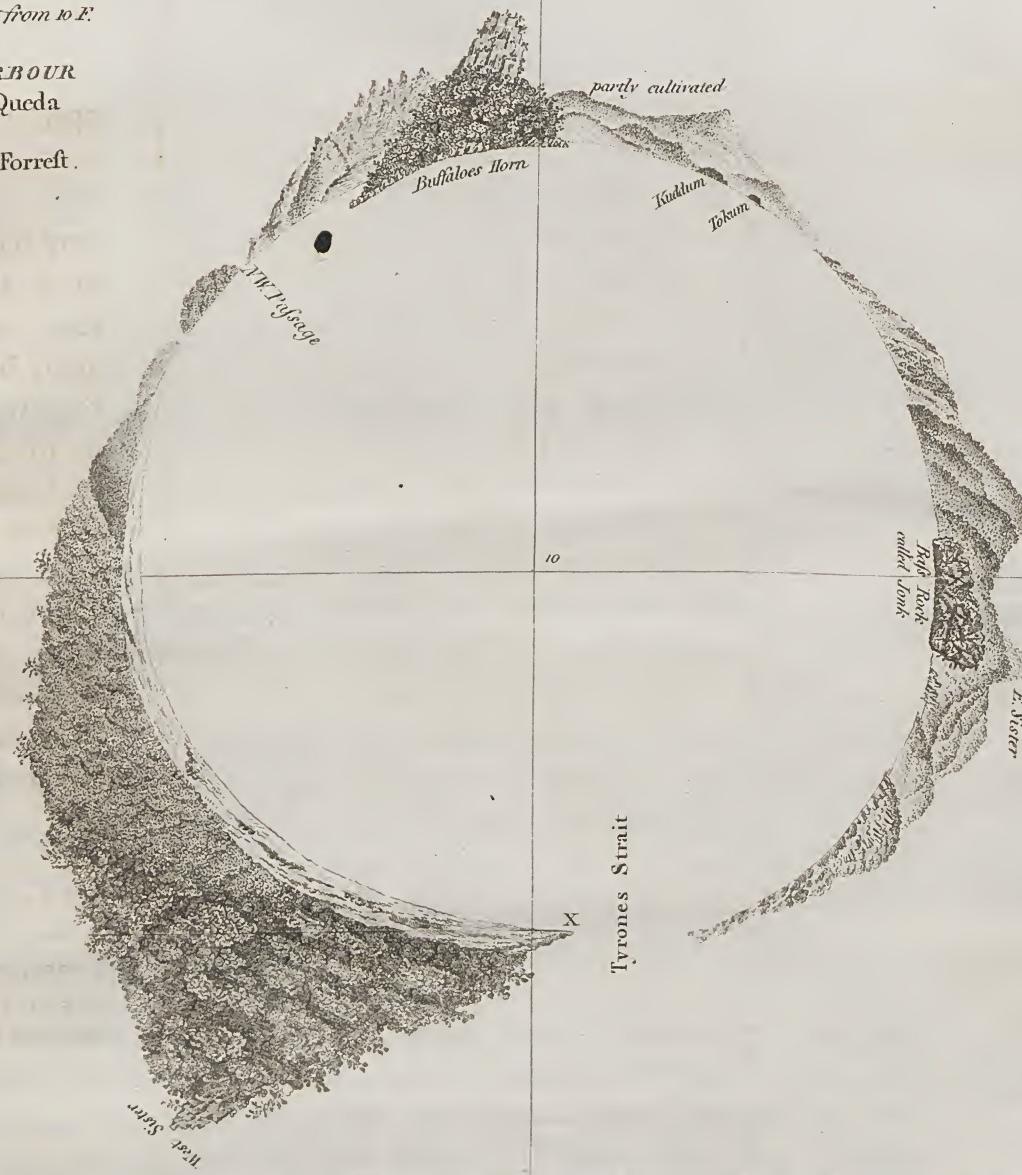
* Mr. Thomas Newton, in his Remarks on the Slave Trade, says, he has been for weeks together in boats on the rivers in *Africa*, and for days together has not had a dry stitch on him. I am uncertain, if they have the *neepa* in *Bengal*.

inches broad, and six feet long, forms what they call attops, with which they universally cover houses in Malay countries *.

The tripod mast was made of three stout bamboos; any light spars would do as well: the two feet abreast were bored at the lower end across, with holes about three inches in diameter; and these holes received the two ends of a piece of timber which, like a main shaft, went across: on these the two ends of the two abreast parts of the tripod turned as on a hinge. The fore part of the tripod mast, like a main stay, was fixed forward to a knee a midships, with a forelock: by unlocking the forelock the mast is struck in a moment. A block is fixed with two feet, to go into the upper ends of the two parts of the tripod that are abreast; or, upon occasion, a tail-block may be tied to the top of the tripod, as the mariner may judge best, which I have often done; and this, by swivelling about, keeps the tye or haliard from chaffing so much as it is liable to do in a fixed block, where it is more confined.

* Coverings of the sagoe palm, much used at *Magindano*, are reckoned to last 8 years; the *neepa* only four. The *Ejou* palm on *Sumatra* gives a black substance, like horse-hair, called, at *Malacca*, gummatty, which, as a covering for houses, will last 40 years; it is elastic, like coir, and makes excellent cables and cordage, that defy being wet, even with fresh water, which soon rots coir cables, if not exposed to the air. Salt water does not affect coir so much.

Circular VIEW from 10 F.
in
BASS HARBOUR
47° West of Queda
by
Capt. Thomas Forrest.



T H O U G H T S
ON THE
BEST MODE OF PRESERVING SEA PROVISION;
OR, OF
VICTUALLING SHIPS IN WARM COUNTRIES.

WHEN I consider the uncomfortable manner in which seamen often live on board men of war in *East-India*, where I have resided many years, and made there above twenty country voyages, compared with the manner in which the same expence the nation is at to maintain them might enable them to live, I hope the following remarks will meet with a candid perusal.

I chiefly condemn the improper mode of preserving beef and pork not only in *East-India*, but in *Europe*, and what immediately follows that improper mode, but seems inseparable from it, and linked to it, the improper mode of dressing the same, simply boiling; how widely different from the manner in which the country black sailors, called *Lascars*, live in *India*, many of which are daily seen in the streets of London! The *European* sailors in country ships are generally one to five *Lascars*, and go under the name of quarter-masters: they are victualled as sailors are in *Europe*; that is, they have salt beef and pork, and rice instead of bread, sometimes *Bengal* biscuit; good cargo rice, as it is called, and of which the *Lascars* are allowed about 2 lb. per day, is never refused the *Europeans*, and it is served to them hot twice a day; at 8 in the morning, and 5 in the evening.

I never failed to make a remark, that these Europeans, with a kind of discontent, took notice that the blacks lived better than they; but the Lascars did not cost in victualling above one half of what was laid out to victual the Europeans.

The Lascars allowance was plain rice, doll, a kind of vetch, 2 lb. of *ghee* (butter) per month, and one rupee fish money; with which, and, no doubt, part of their own 6 or 7 rupees per month pay (of which on voyages they have 2, 3, or 4 months advance, according to its expected length), they lay in a stock of articles, which an European would hardly think of, and many of which they would despise, not knowing their value.

The Europeans had beef and pork full allowance, in which there was a famine; it could not be dressed but in one way, as already observed (boiling): and I am persuaded, their exercise being but small, it was, when daily used without change, unhealthy food, not fit for a hot country.

Latterly I altered my mode of victualling my Europeans: the beef and pork I carried to sea with me were salted free of bone, and cut in small slices, with a mixture of some coarse sugar: this kept much better than in the usual way, and took up much less room. I made the following use of it: I caused it to be freshened with salt water let in upon it in a tub never larger than the half of a hoghead or gang-cask (and often much smaller), which was perforated by many holes at the bottom: this being done for 6 or 8 hours, I gave it, after draining, a rinse with a small quantity of fresh water, perhaps half a pint of water to a pint of meat (as I must now talk of meat, not by the piece or weight, but by measure). Being thus rinsed, the fresh water, now become salt, was let run off; then a certain quantity of *India* butter, called *ghee* (good oil would do as well), was put into the copper or iron pot, and just let come to boil; then the drained meat was thrown upon the boiling *ghee*, which being stirred a few minutes, the roots and vegetables, whatever kind was on board, were thrown in, with
a very

a very little fresh water, and the whole so stopped by a well-fitting cover, that the contents were rather, as is often termed, digested than stewed, consequently sooner done; by this means saving fuel. The Lascars would never touch any thing but what their own cook (Banderey) dressed; and they sometimes mixed fish and flesh (dried beef called *ding-ding*) together, making a savoury dish, of which the Europeans had no objection to partake.

The vegetables were yams, or potatoes, either the European (now common in *Calcutta*), or the sweet (called Spanish), onions, raw, or preserved in vinegar made of toddy drawn from the coco-nut-tree; cabbage-sprouts dried in the sun, and so preserved; pumpkins, which keep long at sea, being hung in the air; mangoes cut green from the stone, and dried in the sun (plums and apples would correspond); a little tamarind, and that great antiscorbutic, salted limes, lemons, or oranges *, of which, the lime particularly, the Lascars carry always a stock to sea, preserved with salt (calling it achar); a few ounces of cayan pepper (*capsicum*, very common in England, would correspond); and, last of all, an emulsion made by pouring hot water over a ripe coco-nut rasped down: this emulsion, though grateful to the taste, is bad for the stomach raw, but, when boiled a little, is exceedingly well flavoured and antiscorbutic; the rasped coco-nut, well squeezed, is generally thrown to the fowls. A stew made in the above manner, varying the ingredients, was served twice a day, and was exceedingly palatable, never too salt; for I apprehend the roots and vegetables, in digesting, further extracted the salt from the meat: and the whole expence for the Europeans was much less than when I bought Europe provisions, and they were better pleased. The stew, served out with a ladle, was eat with rice, sometimes with bread, and was called *curry*.

A sailor on board of a man of war has on meat days a piece of salt beef, or pork, boiled for dinner; possibly it is all eat up at one meal; if any remains for next day's breakfast, how uncomfortable is the cold scrap! Breakfast in all countries, but especially in hot

* It may seem strange to a Londoner to preserve sweet oranges with salt; but what is to be done if the poor Chulia Lascars cannot afford sugar?

countries,

countries, ought to be a very comfortable meal. For the many years I have failed in India, I never let any body go on duty, if there was the least chance of their being from the ship after 8 o'clock, but they breakfasted first; and the cooks were often up by day-light, to dress a hot breakfast for such as went early on shore. If exposed to the sun for any time without breakfast, they returned on board often sick at the stomach; but otherwise, could bear the sun a whole day without complaint: they sometimes carried pots in the boat with them, and cooked on shore, according to circumstances.

I have supposed this mode of victualling for warm countries; but I see no reason why it may not be adopted at home. I have said that meat, cut from the bone in small pieces, was preserved with some sugar mixed with the salt; but as in freshening it the sugar was carried off with the salt, I grudged losing what surely was very wholesome: I therefore soon changed my method.

Long before I went first to *India*, which was in 1751, the Portuguese used to preserve fish cut in small pieces with salt and sugared tamarind; and I frequently carried to sea with me (cured by Portuguese women of *Calcutta*, who make a trade of it) a tolerable provision for my own table: they call it *pesche molio*. I never found the fish they thus preserved a bit too salt; it required only to be fried in the tamarind*, &c. which covered it, adding a little butter or *ghee*†. Both sugar and tamarind are very cheap in *Bengal*; and latterly I took the hint, and preserved meat with one third part salt, and two thirds sugared tamarind; throwing away the stones and strings of the tamarind, and adding a small proportion of cayan pepper (*capsicum*); and never was obliged to freshen the slices of meat when a good deal of vegetables was stewed with it.

* I observed the tamarind dissolved the small bones of the fish, and doubt not but that some strong vinegar would answer the same purpose, made from certain fruits in England; tamarind might then be dispensed with.

† *Ghee* is really butter, but it is melted before it is packed, to make it keep.

If this is tried at home, let not the difficulty of getting tamarind and salt be an objection; strong vinegar I apprehend will do.

Here I cannot help remarking how easily, even without culture, tamarind, coco-nuts, limes, and oranges, cayan pepper, &c. would grow on the *Bahama Islands*. The coco-nut-tree delights in a sandy soil; even bare sand only will do, without any soil, for their production; and salt water filtrated through sand, or rather brackish water, seems to nourish the coco-nut-tree. The nut must be gathered ripe, and by all means kept in the husk. A great manufacture of oil might be made from them, to supply the *West-India Islands*; and vinegar may be made of its toddy or juice, which issues from the stalk that bears the fruit, it being cut across, and a pot being tied to it. The nut, when ripe, will keep many months in the husk. I see no reason why they might not be used at home, if what I am going to say is put in practice.

Let the beef killed for the navy be cut in slices from the bone, and preserved with one half salt, and one half sugar, or one third salt, one third sugar, and one third strong vinegar. Let the hogs be skinned, and preserved in the same manner; cutting out in both beef and pork the inside parts of the sirloins, to be preserved apart.

The skin of the hogs will make a stout leather: the bones may certainly be put to some use; the juices of which, when barrelled up, not coming into contact with the salt, inclines the whole to putrefaction; and their room saved in stowage is above one fourth part.

I shall suppose there is an iron pot for 100 men, in which I propose to dress them two meals a day; the first to be ready at 8 or 9 o'clock in the morning, the second as shall be found convenient; and both to be dressed in the following manner: Let 50 ounces of butter or oil be put into the heated iron pot; this will immediately boil: to this throw in 200 ounces of pork, and 300 ounces of beef;

the pork first; which must be stirred about for a few seconds before the beef is thrown in: whatever may be spared of the pickle is to be thrown in also. Let this stew for a little while; then, having stirred it well, put in the roots, four crout, and other vegetables, and close it well up to digest. It will be soon ready; and if, just before it is ready, there be added a quarter of a coco-nut * for each man, or 25 coco-nuts rasped down, and an emulsion made from it for 100 men, and to the whole be added a handful of capsicum, the mess, to be served out with the ladle, will be both favoury and wholesome. I need not say, if flour is added, so much the better, or raisins, prunes, or figs; but especially limes, lemons, or oranges, preserved with salt and sugar mixed, and the vinegar thrown in that has preserved small onions, or whatever else. See page 40.

I do not apprehend, when there is a good stock of roots, fruit, &c. that the curry will be too salt; nay, I am persuaded, pork, having much fat, wants but little salt. My having generally used half salt, half sugared tamarind, which answered very well, makes me uncertain of the effects of half salt and half sugar precisely.

Fifty biscuits might be collected from the 100 men, and broke into the curry; for I apprehend, the more is stewed with the meat, the more will the salt of the meat be extracted from it: and what I have said about the coco-nut is only when it can conveniently be had; when not to be had, there is such choice at home of fruits and roots capable of being preserved and carried to sea, that I sincerely hope our valuable and brave sailors may hereafter profit from these hints, made by a person of great experience.

The Malays, amongst whom I have been a great deal, often put into the wet ground, tied up in a cloth, a kind of bean until it vegetates; this they put into their currys. Why they on shore should do so, I cannot tell; but, taking the idea from them, I have done much the same at sea, with a kind of pea, called doll or gram in India. I steeped the peas in water until they swelled, and then

* The smell of the coco-nut kernel, when rancid, is very offensive: it then must be made into oil, and the fire cures the offensive smell.

put

put into a box upon a layer of earth ; then another layer of earth, and another of the peas ; according as the weather was moist or dry, they were sprouted, and fit to be curried or stewed : the same mode was repeated, and succeeded. When they lay long, the lid of the box swelled up.

I am confident many boxes or casks may be filled in this manner with alternate layers of pease, beans, or any other proper feeds, and mould, and in three or four days give a large quantity of wholesome vegetable highly antiscorbutic, and upon as large a scale as may be wished : the larger the ship, the more is the room and convenience for the operation. The same operation may be repeated, with the same casks, or boxes, and the same earth, to great advantage : the casks, headed up, may be put away for the time ; but, during rain, should be expos'd to the weather, and then a hot hold will force vegetation quickly. Possibly, a vegetable so much in infancy, if I may so speak, stewed with such meat may the rather extract its salt. I found pumpkin seeds, managed in this manner, answer exceedingly well ; the seed splits into two large leaves, which presently swell, and were excellent eat raw with oil and vinegar.

Our fleet was so sickly when Mr. Hughes last met Mr. Suffrein, that 1100 men were sent sick on shore. Mr. Suffrein, when at *Atcheen* in 1782, got, besides bullocks, plenty of vegetables : the French deal more in stews than we do, which suit better with warm countries. When seamen are sick, they nauseate their ordinary food. The above-mentioned stores of roots, fruits, vegetables, &c. which are so easily preserved, and the expence of which is so trifling, afford many ways of gratifying a sickly weak appetite : and many other modes by professed cooks may be hit upon, to which I do not pretend. I would recommend small onions in preference to any other vegetables : I found the *Bengal* small onion, of which 80 lb. is to be had for a rupee, easily preserved with vinegar. Of onions sailors are remarkably fond ; and they

U

afford

afford great nourishment*. I have observed the beef and pork salted in *Bengal*, for both country ships and the navy, in the common way soon grew rancid, owing, doubtless, to the bone not being taken out.

Millions of coco-nuts in *East-India* are carried from the *Nicobar* and *Carnacobar* Islands to *Pegu*, and whole cargoes sold for 10 or 12 rupees per 100, as has been said in the Introduction to this work. There are also cargoes of shrimps, beat up into a paste and dried in the sun, often carried in boats in bulk up to *Ava*, the capital of *Pegu*: they call it blatchong, or barlychong. Shrimps are found in immense quantities at the mouths of the deep muddy rivers on the east coast of the Bay of *Bengal*, more than on the west coast, where the rivers are sandy and shallow. The *Pegu* coco-nuts are inferior to those that grow near the sea; therefore they are fond of those from the islands lying off their coast.

Seamen should have tea served out to them: tea on shore, to hard-working people, is not to compare to malt liquor; but at sea, where there is no labour that can be called hard, at least in the navy or *East-India* ships, tea, as a cooler or diluter, is wholesome. Less than 4 ounces of tea, value 6 pence, and 4 ounces of sugar, value 2 pence, will make 16 pints of tea for 16 men, which is 2 farthings per man: surely, this served twice a-day is no great matter. For 100 men 14 or 15 gallons, allowing for waste, should be put into the opposite pot to the digesting pot. They should have it made for them, else they will be apt to neglect it: at the same time, as many at their command may wish to have tea, such should be allowed, somehow, to have a little by purchase against their wages, or otherwise. I have always observed, when sailors drink tea, it weans them from the thoughts of drinking strong liquors, and pernicious grog; and with tea they are soon contented—not so with whatever will intoxicate, be it what it will: this has always

* I have heard a story of a Highlander in Scotland travelling a great way, with the support of a few onions and bread only.

been

been my remark; I therefore always encouraged it without their knowing why. Coffee has the same good effect; also cocoa, or chocolate: on any particular exertion spirits may be mixed with the tea-water, as the Dutch call it.

Salted tamarind alone will cure fish perfectly: the consumer should be tempted with variety, and sugared tamarind should be imported duty free; but as sugared tamarind, mixed with spirits, will make good shrub, to preserve the sugar revenue, it should be mixed with salt; as then, although it is fit to cure beef, pork, or pesche molia, it is unsit for shrub. If not salted in the *West-Indies*, it should be mixed with salt on the Custom-house quays: so foot is mixed with salt that is destined for manure by revenue-officers.

The Dutch are a wise people, but slow: had they tamarind at their door, they long ago, I suspect, would have exported fish to the *Mediterranean*, cured with it and salt, with or without sugar. What a field for the northern fisheries! fish cured with salt and a strong acid, and smoked..

The Lascars use salted tamarind very much; and it is astonishing to see the Dandys (boat-people) in *Bengal* work as they do, who eat vegetables only, with a very little fish, and drink water.

Before I conclude I cannot help humbly suggesting, that, in general, I think our sailors use too much animal food, and too little vegetable, of which onions, four crout, French beans, and small cucumbers pickled, may be given them at a very small expense: and some diminution may be made of the immense expense Government is at for flesh meat.

*Grafton-Street, near
Fitzroy Chapel, June 11, 1789.*

I did myself the honour of communicating the above to Sir Joseph Banks, who favoured me with the following reply:

" Sir Joseph Banks presents his compliments to Captain Forrest,
 " and returns his observations on the best mode of victualling
 " ships in hot climates, and thanks him for the perusal of it. He
 " is of opinion, that some of the matters contained in them
 " are likely to be useful to commanders of ships; but fears that
 " the minute detail, in which their utility chiefly consists, will
 " render the execution of them impracticable on the large scale
 " necessary for the victualling of a squadron.

" Soho Square, June 20, 1789."

The opinion of the President of the Royal Society, who has sailed round the world, I think ought to have great weight in this business. A fair trial might at least be given to it, by letting a ship's crew be victualled one week this way, and another week the old way: but old prejudices are hard to be eradicated; and without trouble improvement cannot be made in any thing.

I D E A

O F

MAKING A MAP OF THE WORLD.

IN the account of my voyage to *New Guinea* I forgot to mention that, at my leisure at *Mindano* during the SW monsoon, I constructed upon two thick planks, well pinned together, a map of the world; it was $8\frac{1}{2}$ feet by $4\frac{1}{2}$, allowing a margin, and when finished, by cutting a strong outline to mark both continents and islands (taken from a small plain chart), it was hung up in Rajah Moodo's hall, where, unless destroyed by fire, it is likely long to remain: whilst paper maps, had I had such to present him, would, it is most likely, be lost, tore, or neglected (see the print of the *Magindano* marriage).

Since then, I have often said to myself, during my solitary aquatic travels, Why does nobody turn a level verdant plain of a very few acres into a map of the world? When sometimes invention is stretched to lay out grounds with taste in the gardens of men of fortune, such a thing surely would not either be absurd or unuseful. I rather think the contrary; the project could not be attended with great expence, would be pleasant and healthful to young folks, especially in the execution, and make very young persons expert in simple geography, far beyond what they get from books and maps even at a more advanced age.

I

Let

Let a spot of level ground, 360 yards in length from east to west, and 180 yards in breadth from north to south, be inclosed by a wall (in these directions) of a very small height, perhaps one or two feet; let 36 marks be made on the east and west walls, and 18 be made on the north and south walls, to fix the degrees of longitude and latitude at 10 degrees, or 600 miles asunder; let 4 pieces of oak timber be made 30 feet long, and 8 inches square, with holes bored in them at the distance of 3 inches, or 5 miles, from one another: thus, 36 inches, or 3 feet, on this piece of timber (which is easily transported and put under cover, and which I call *scale*) are a degree; and the whole scale 10 degrees or 600 miles in length *.

These scales being placed upon or stuck in the ground at any of the large divisions of 10 degrees made on the walls, and opposite to each other, afford an opportunity, by cross loglines, or packthread, of determining the particular town, city, or headland, that is to be marked on this map, in the same manner as upon a sheet of paper on a table, with a gunter-scale and a pair of compasses.

The continents and islands may be made in turf, the sea in gravel: the boundary or outline may be a hard terrass made of mortar, pieces of slate fixed in mortar, or the marrow bones of bullocks; which some forty years ago I have seen beyond White-chapel used as a kind of fence near the turnpike road (this may be remembered by many); or a border of common box may be planted, as is usual in many gardens.

At particular places on this ocean of gravel posts may be fixed up, indicating particular circumstances of monsoons, trade-winds,

* An equator and middle meridian of terrass made narrow and low, and graduated at each 10 degrees, would facilitate the construction of the map by dividing the whole into four, and admit the loglines to be shorter.

and



Illustration nach

Fornaci's Voyage.

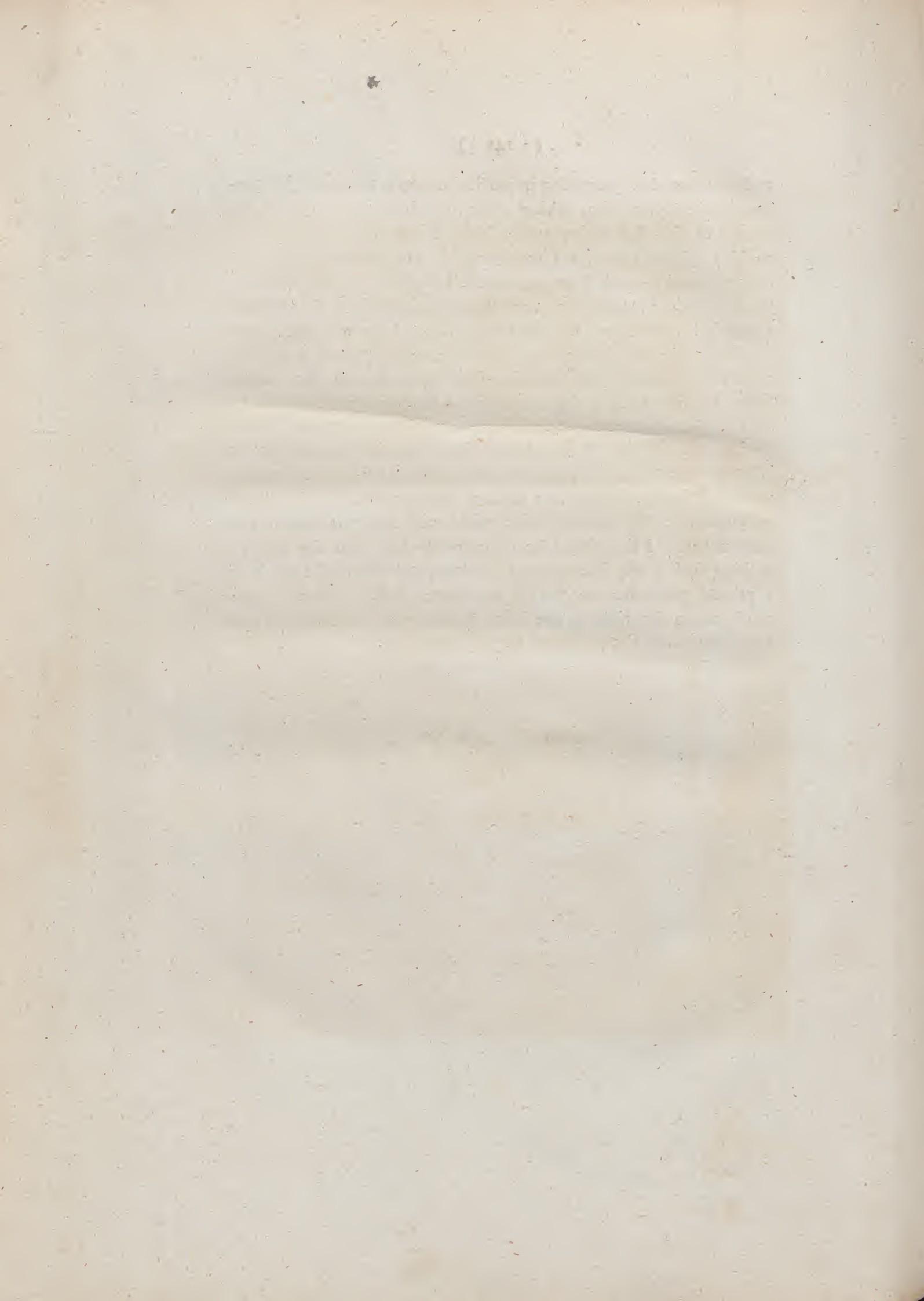
A M A C H I N D A N O M A R T I A C E .

W. Lamont del.

*Published at the Net direct, Jan. 30, 1779, by G. & J. Jacob.

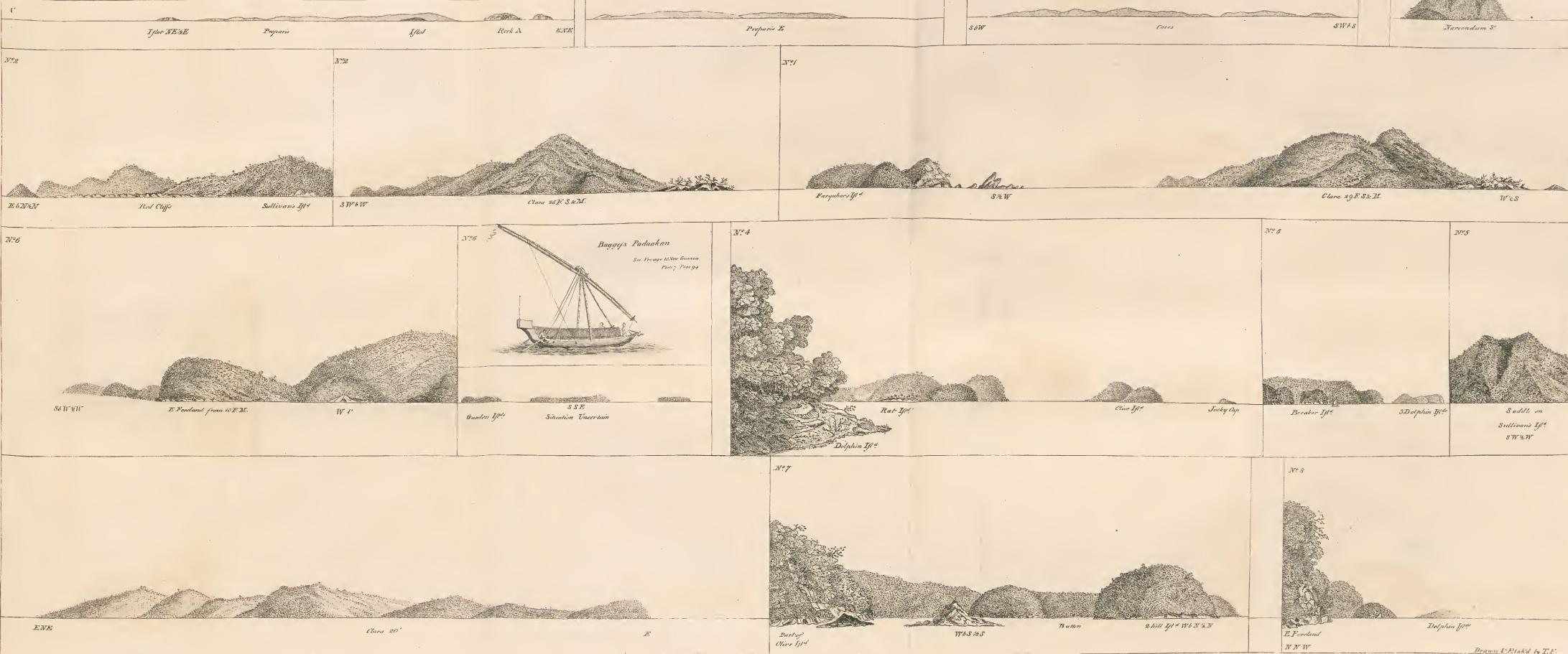
and currents, &c. prevailing in particular parts, to amuse the contemplative owner, who, taking a few turns before breakfast on the surface of this flat globe, *where Nature's volume is attempted to be widely exposed to view* (as Thomson says), the powers of his mind expand; and he will, I am persuaded, be often inclined to say,— This is obvious; I see this circumstance in a new light from what I formerly learned from books and maps only. I see a passage from the Downs to *India* is nothing: the difficulty disappears, compared with the hardships and fatigue of sailing in narrow seas. Here seems to live kind ease; whilst in a passage from London to Newcastle, what with anchoring and weighing every 12 hours, reefing and handing of sails, heaving the lead, &c. in a distance of less than 300 miles, and perhaps 7 or 8 times in a summer, a young man must learn the duty of a seaman. Such reflections will naturally occur to the contemplative mind, and many others of the same nature. I therefore take upon me to say, that the idea of making such a map is worthy of a prince, and within the reach of a private gentleman to put in execution. I think it would very much adorn the villa of the minister of a great commercial nation; nay, even the palace of Royalty itself.

T H E E N D.



Nº 1.

*First One different Views of Land in Forrest's Strait in the Mergui Archipelago, in the Bay of Bengal
Drawn and Etched by him on Six Copper plates with a Map of the same.*



N^o. II.

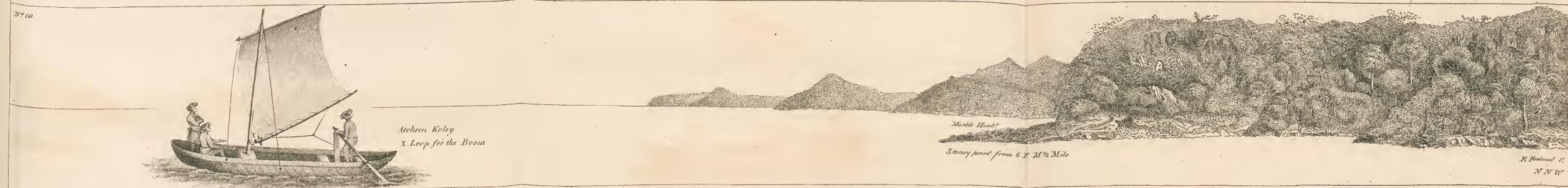
3^o 9



N^o 9



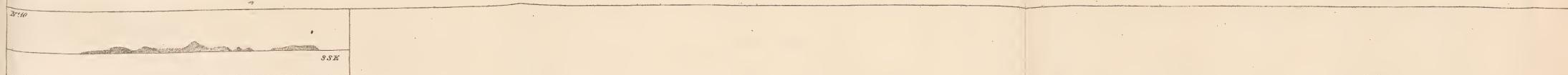
N^o 10

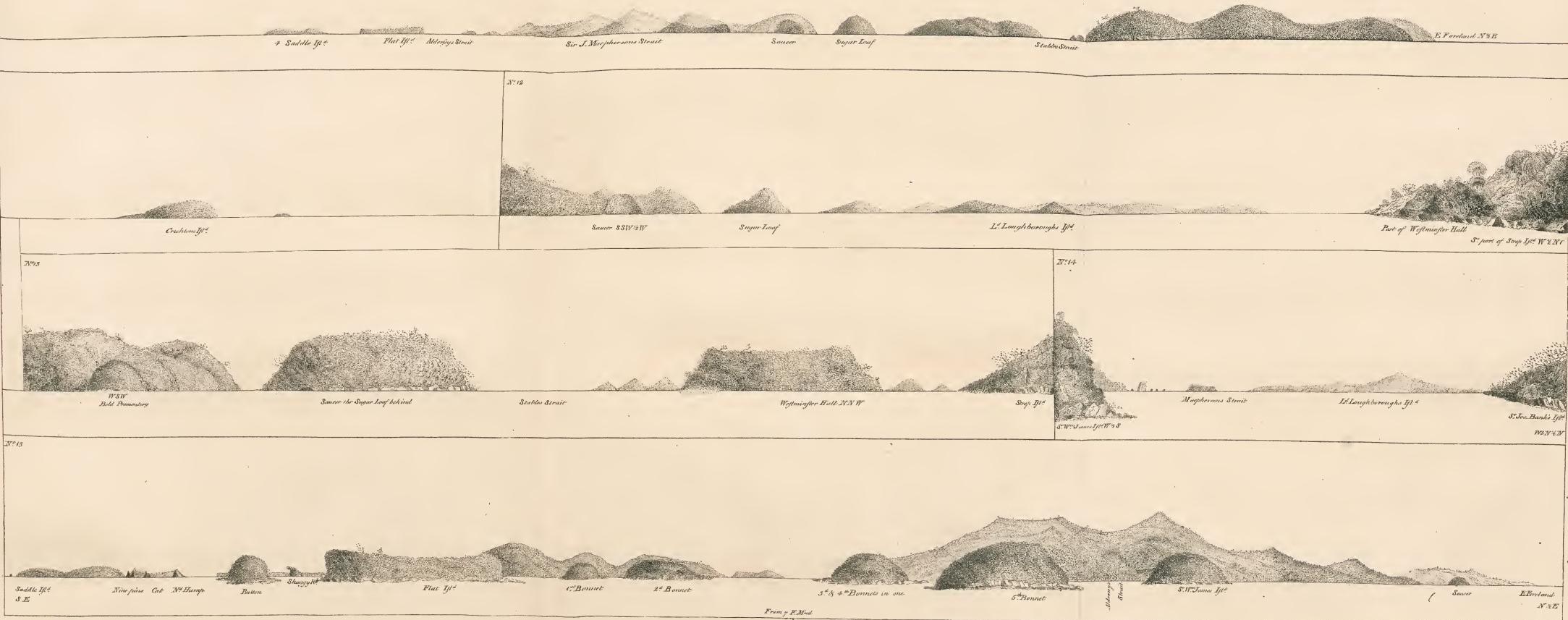


3^o 10



3^o 11





N^o III.

N^o 17.



N^o 16.



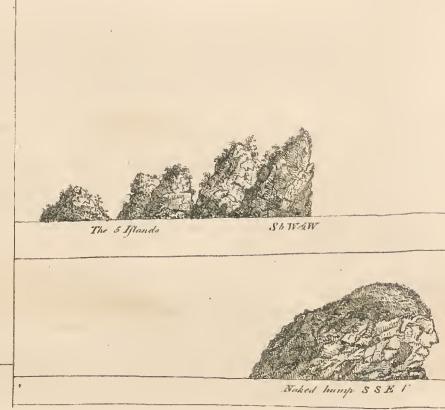
N^o 18.



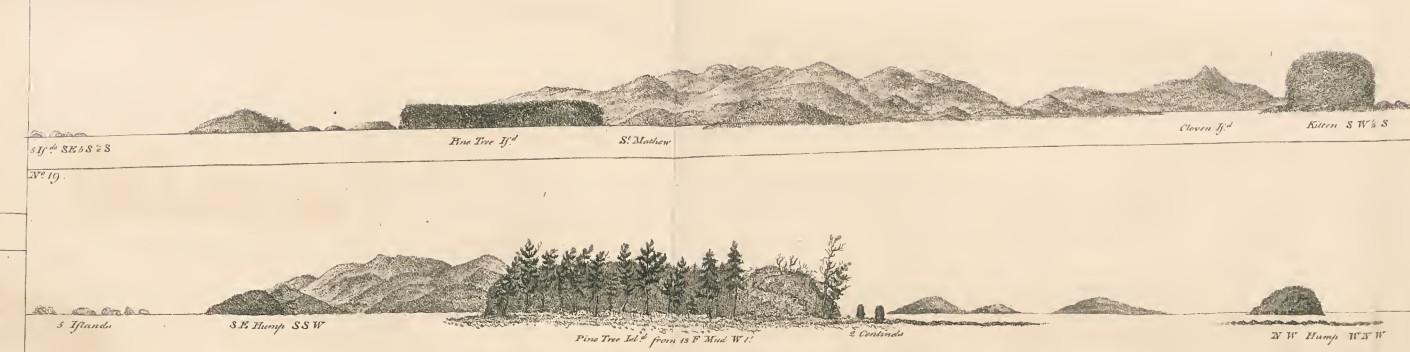
N^o 19.

Conjectured Plan of the 5 Islands.

N^o 20.



N^o 19.



Drawn & Etched by T.E.

N.V.

N^o 21

S W & N. Rugged Hump.

S. Hump

W.

Five

Humps W & N.
S.E. Hump behind hump.

X

Pine Tree Islet
N.W. & W. & W.

X

E & N.

Spurado
Prow within 1/2 Mile of the S.E. Hump in 13' Mid.
E & S.S.N^o 22N^o 23

S E & E

From 14' Mid

Dolphins Is. S.S.E.

Ragged Hump.

S. Hump

N.W. Hump
S.E. Hump
Pine Tree Islet
N & W & W.N^o 24N^o 25Humps in the supposed Harbour see N^o 28, 35 & 37.

E. Saddle Is.

3 Sugar Loaves Islet.

Capulo S & W & W

N^o 26N^o 27

Dolphin's Nose.

W. Rock N.W. & W.

S.W. & S

Capulo

W & N & N

N^o 28

Capulo S.W. & S

Lion's Head Macarney Bay behind

Dolphin's Nose

Hunting Bay W. Rock

S. Hump Is.

N^o 29N^o 30

S.W. & W

Madine Islands

Capulo N.W.

N^o 31

Horn's Shore

Capulo N.W.

Drawn & Etched by T.B.

N^o 32N^o 33

Dolphins N.G.

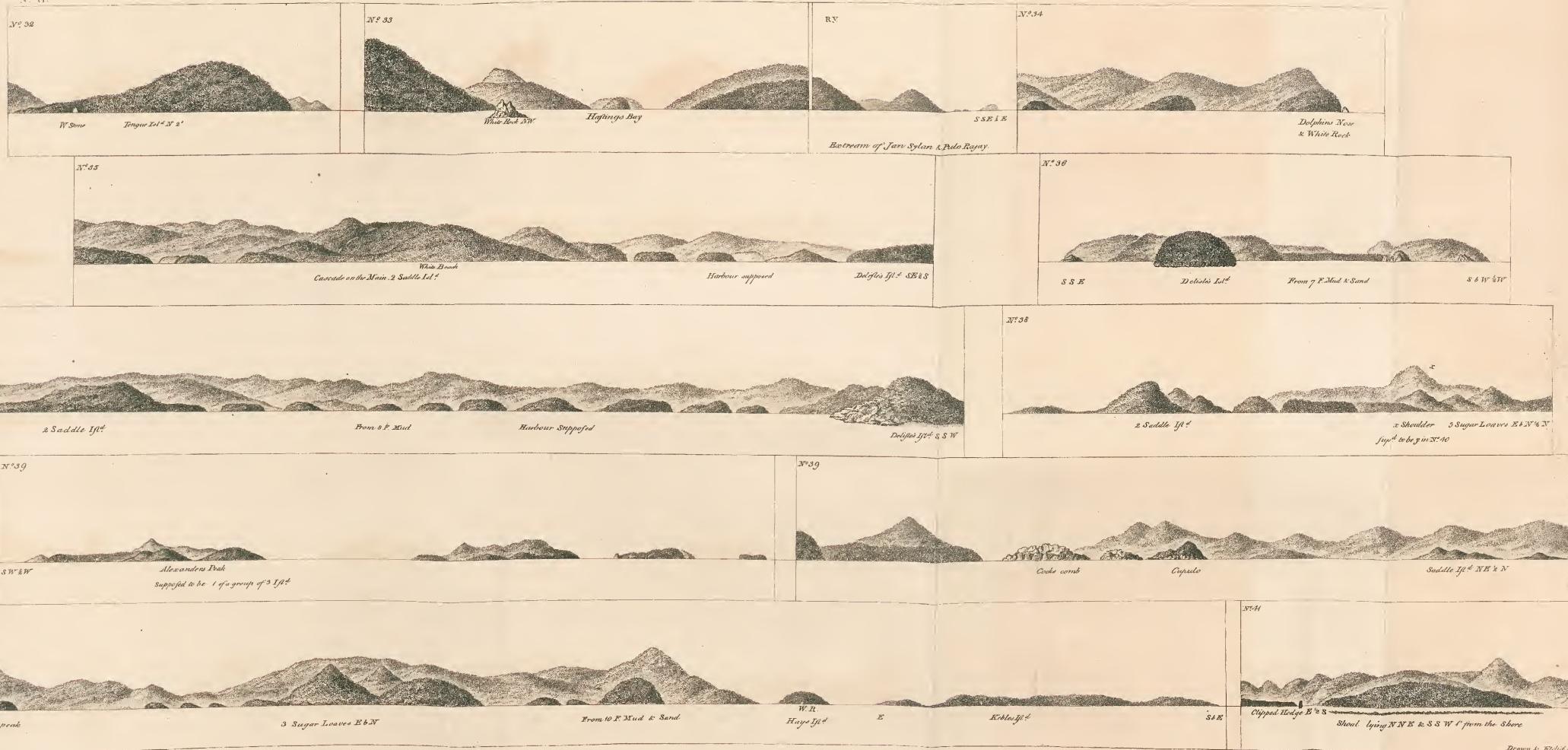
Mun Land

N^o 34

Horn's Shore

N^o 35

Capulo N.W.





S.K. Sherwin del.

Sharp sculp' 1779

Capt: ⁿ Tho^o



Forrest.

Published by the Author as

A Stat. 50 Mid^r in the Navy in 1775.
the Act directs, Jan^y. 30th 1779.



40 Up 6536 - Plabes



T. Penn del

J. Caldwell sculp

In Testimony of Esteem & Regard to Joseph Banks Esq; President of the Royal Society,
Who thirsting after Knowledge, left the Enjoyment of
Opulence and Ease, to sail round the World.

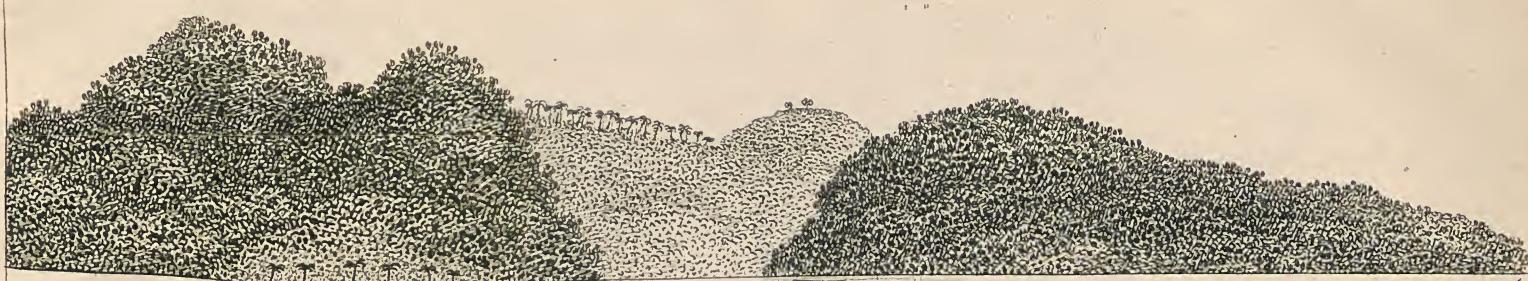
This VIEW of DORY HARBOUR on NEW GUINEA, is inscrib'd by his most hum^ble Servt^r Tbo. Forrest.
Published as the Act directs Jan. 30. 1779. by Capt. T. Forrest.



In TESTIMONY of
Esteem and Regards
for his great Maritime Abilities,
To
Sir William James Bar'
Deputy Chairman of the Hon^r E. India Company,

This MAP is Inscribed
by his most humble Servant,
Thomas Forrest.





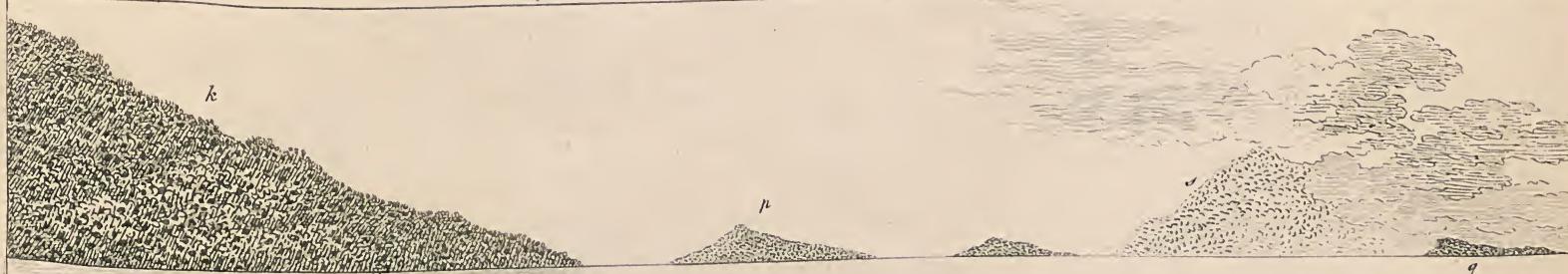
n. S. b. W.

Bay

in

Karakita

s. S. S. W. & W.



k. Karakita S. S. E. 6'

p. Palla 12'

s. Siao 12 L.

g. Grave I. S. b. W. & W. 3 L.

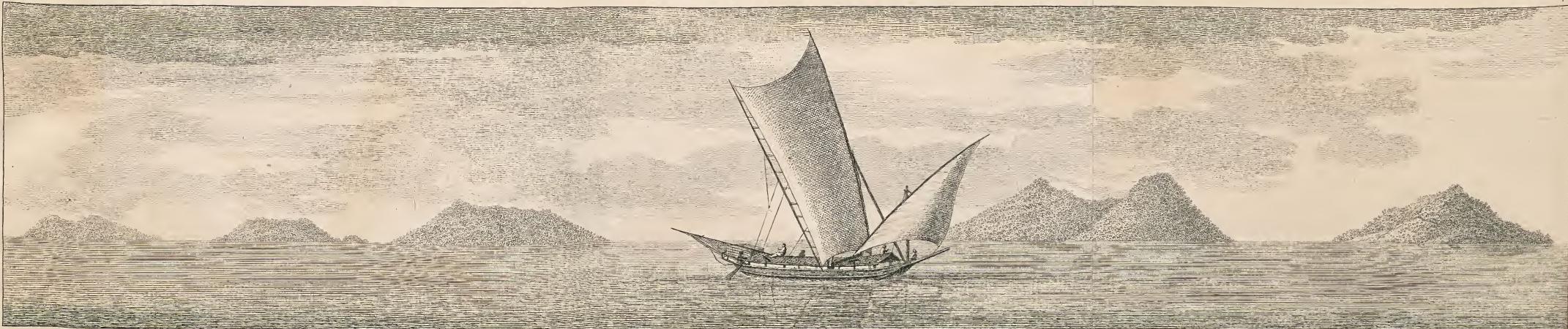


Rabbit I. E. S. E. 6'

Tho: Forrest delin:

Tho: Vuarre Sculp:

Published by Captⁿ Tho: Forrest as the Act directs, Jan^r. 30th 1779.



Ternate N.b.E. 2 E. 12 L.

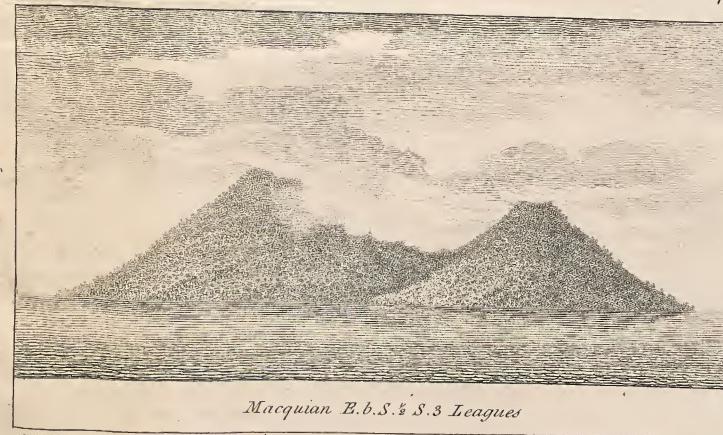
Tidor N.E.b.N. 9 L.

Motir N.E. 7 L.

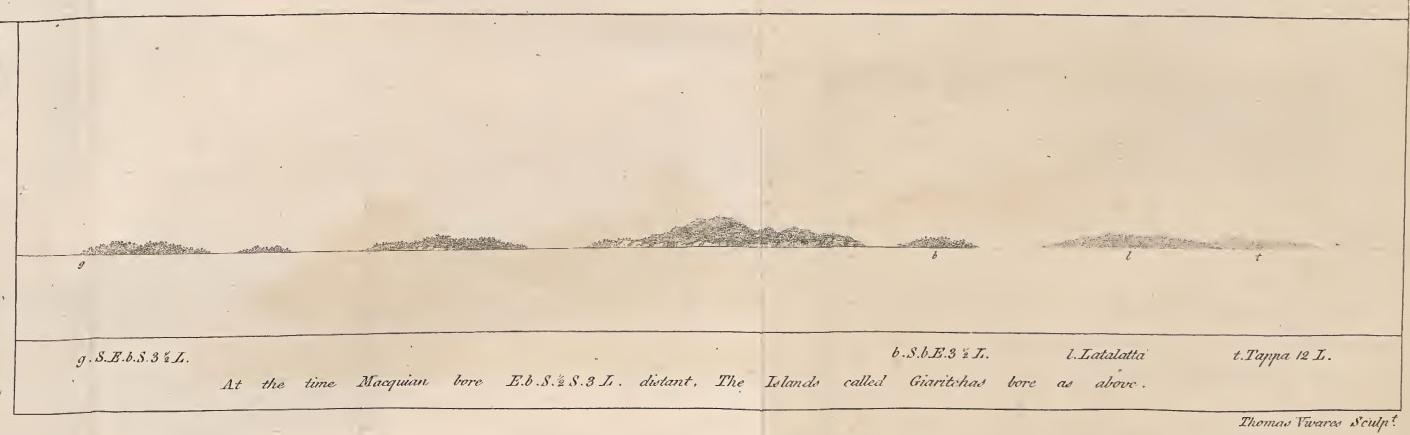
Tartar Galley

Macquian E.N.E. 5 L.

Northernmost of the Guarichas E. 2 L.



Macquian E.b.S. 2 S. 3 Leagues

Tho^r Forrest delin^t.

g. S.E.b.S. 3 1/2 L.

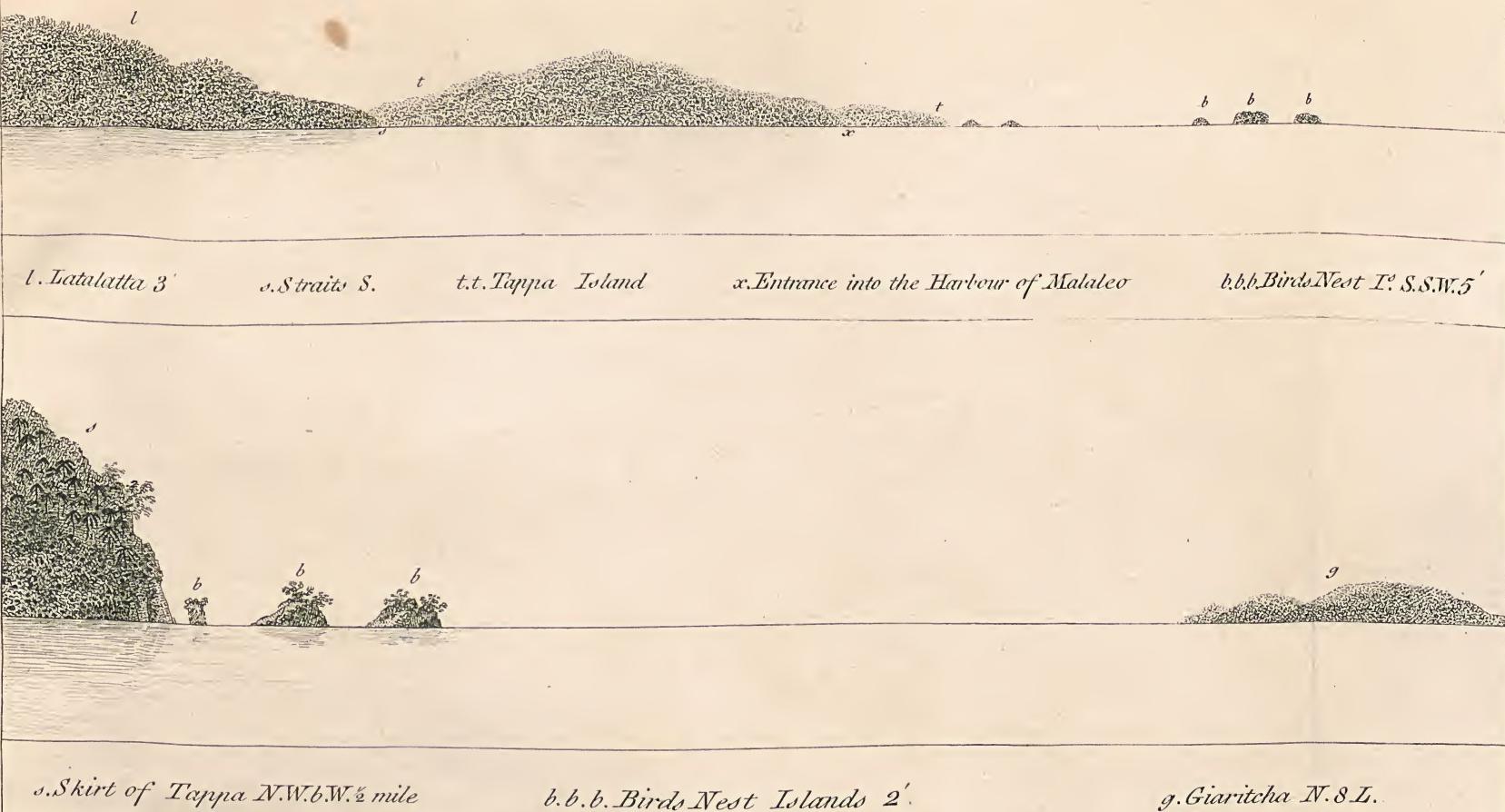
At the time Macquian bore E.b.S. 2 S. 3 L. distant. The Islands called Guarichas bore as above.

b. S.b.E. 3 1/2 L.

l. Zatalatta

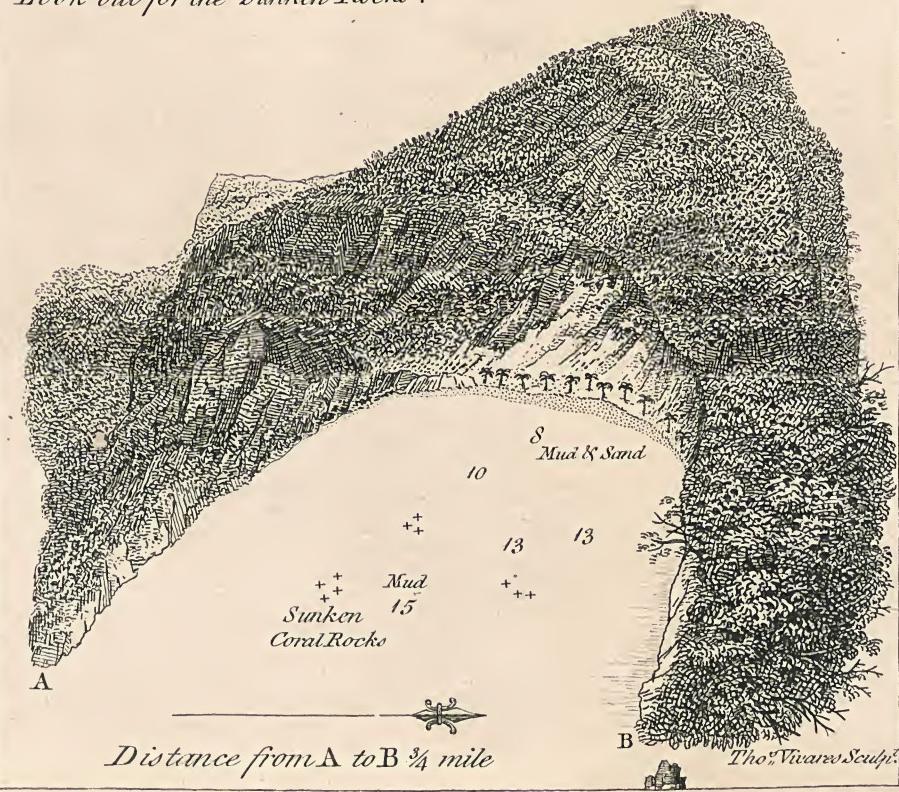
t. Tappa 12 L.

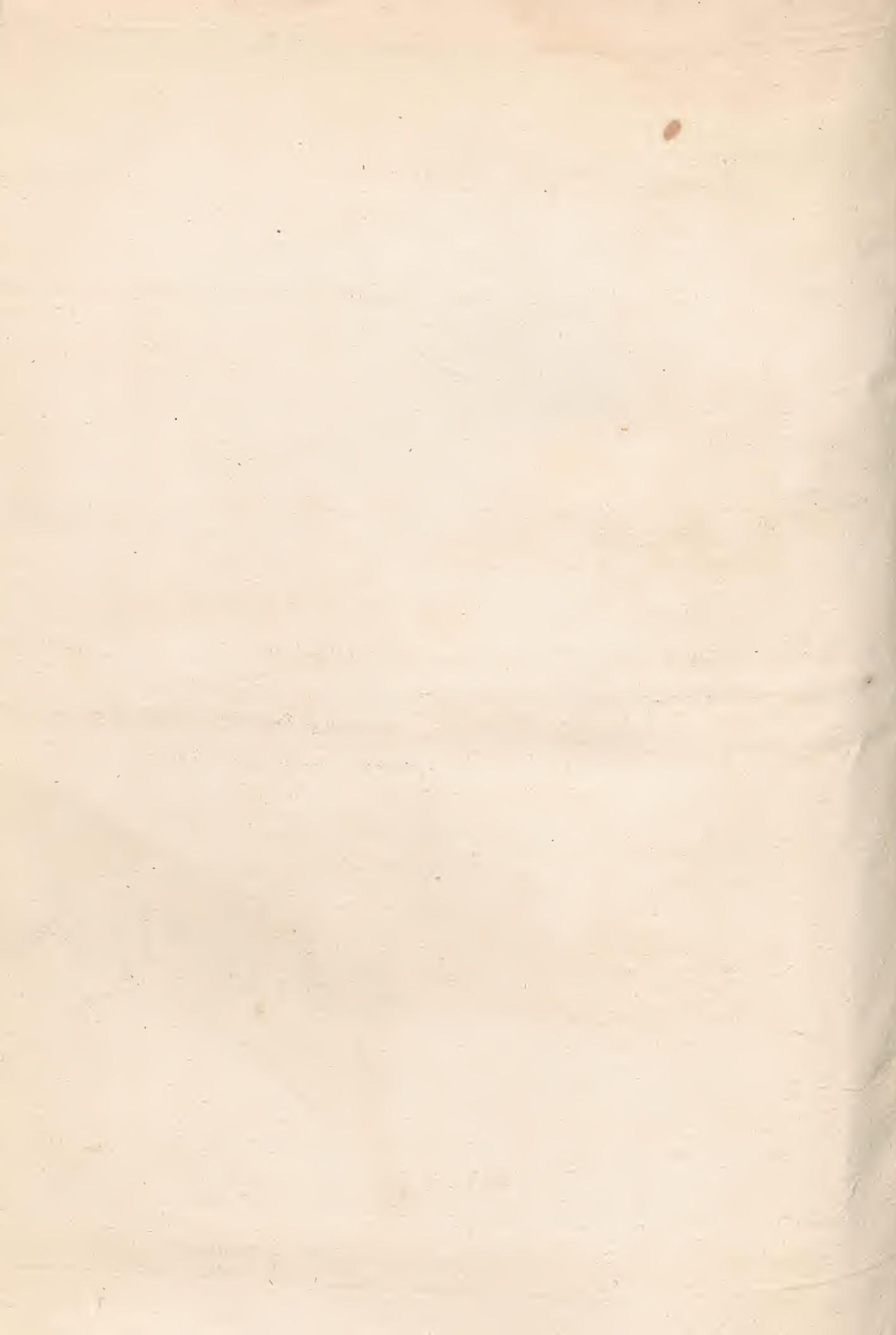
Thomas Taiwaras Sculp^tPublished by Captⁿ Tho^r Forrest as the Act directs, Jan^y 30th 1779.

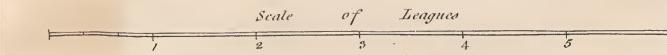


Harbour of Gag Lat.^d00^m18^sS. Long.^d126^m40^sE. of Green^b.

Look out for the Sunken Rocks.







BISSEY HARBOUR

Lat^d 0° 18' S.

Long^d 123° 40' E. of Greenwich.



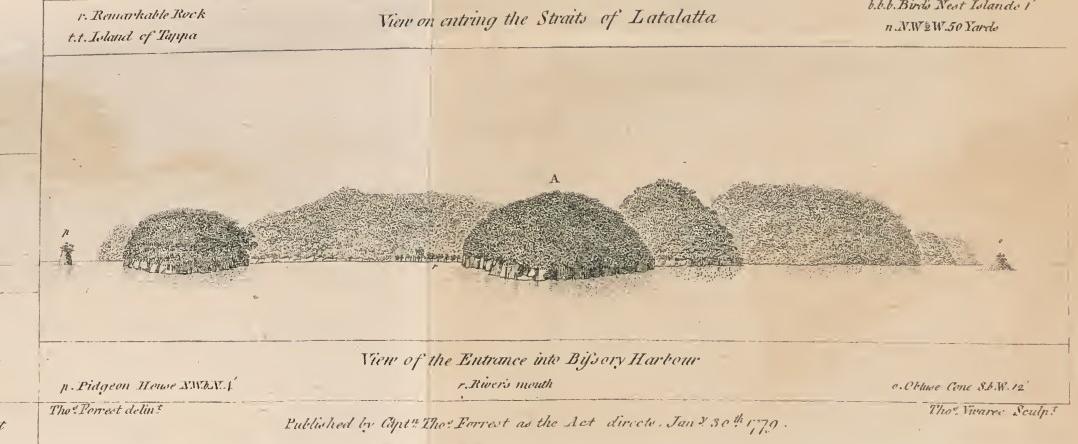
f. Flat Point NW. b. N. 4 Z.

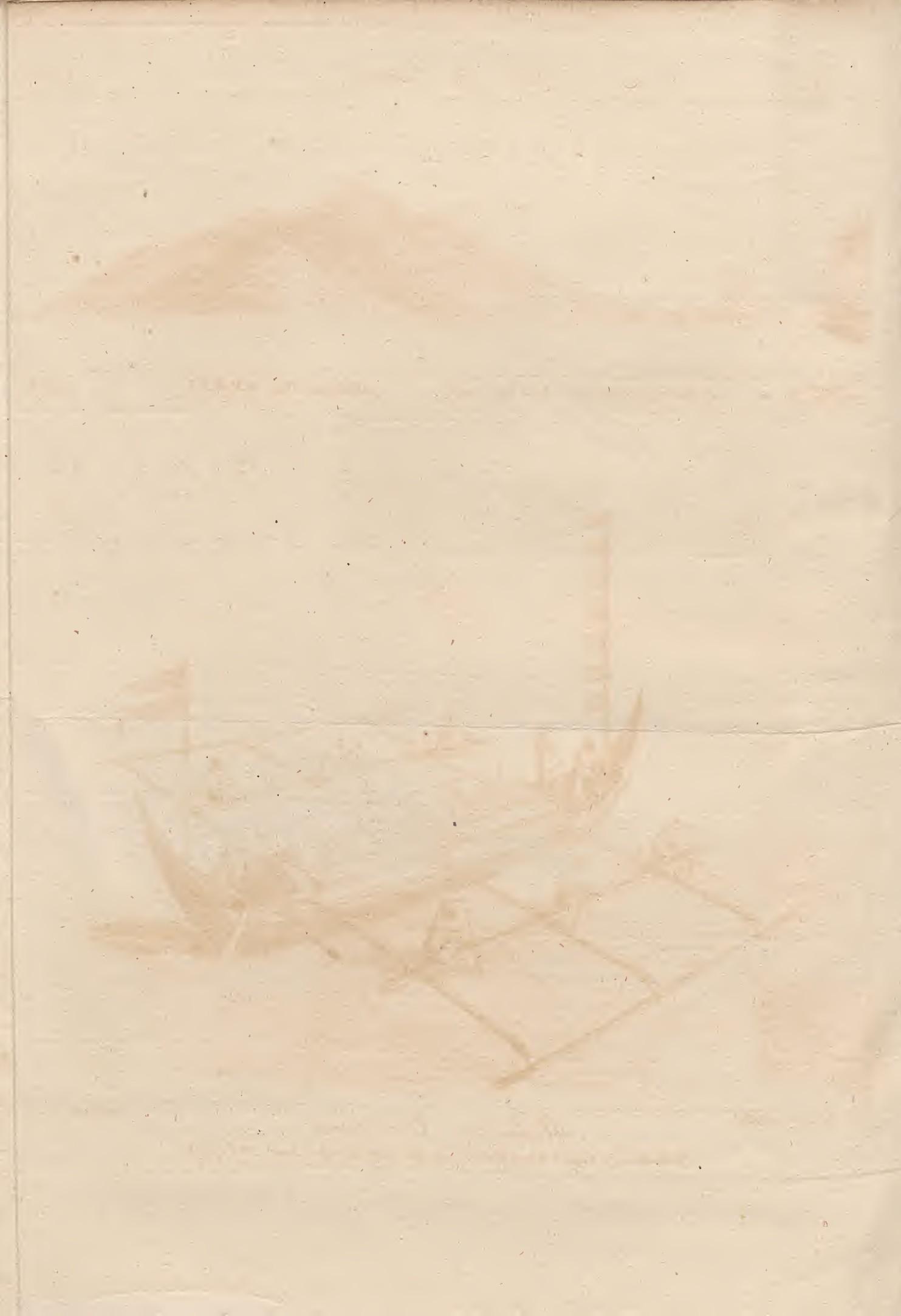
l. Lububat Hill

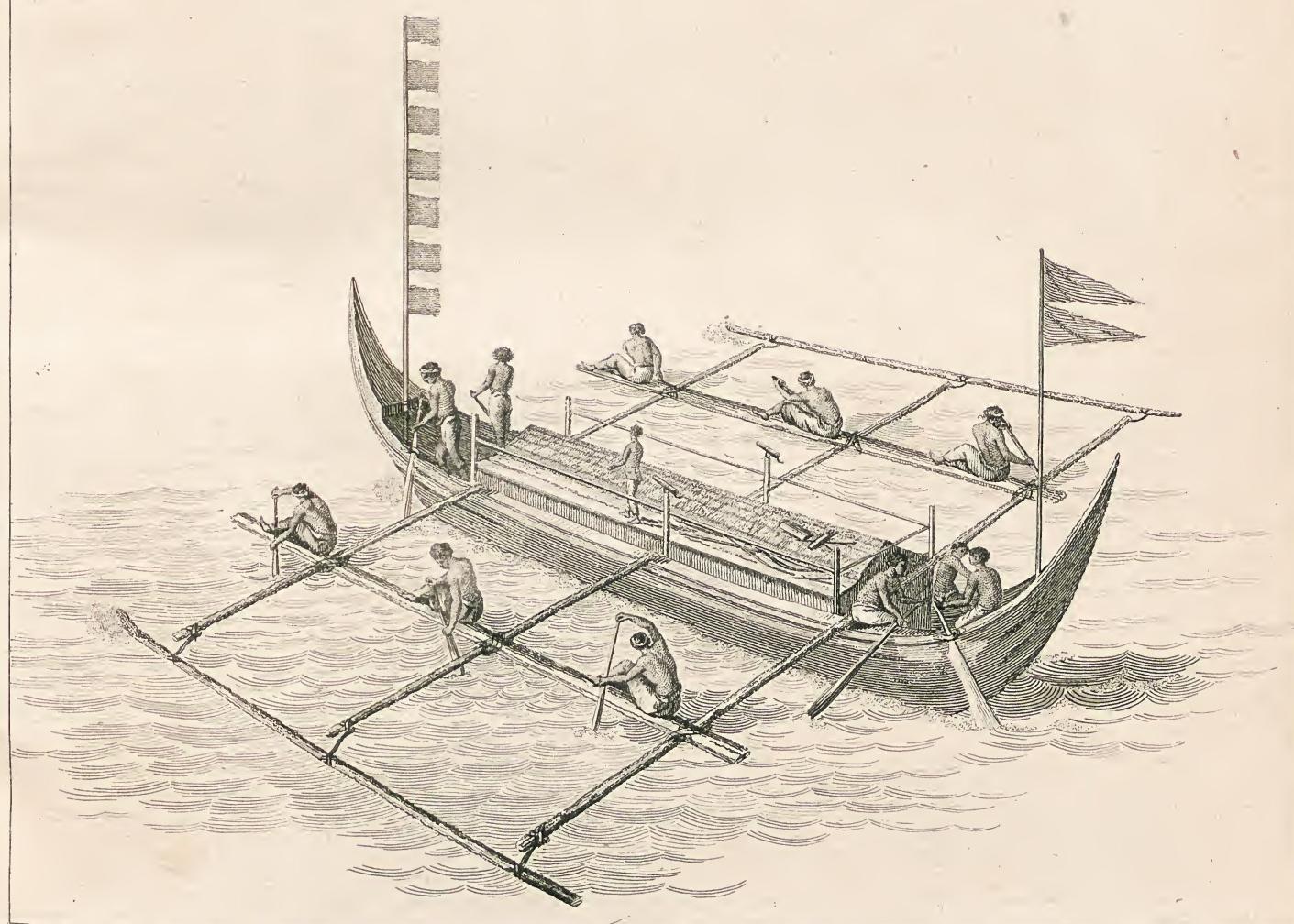
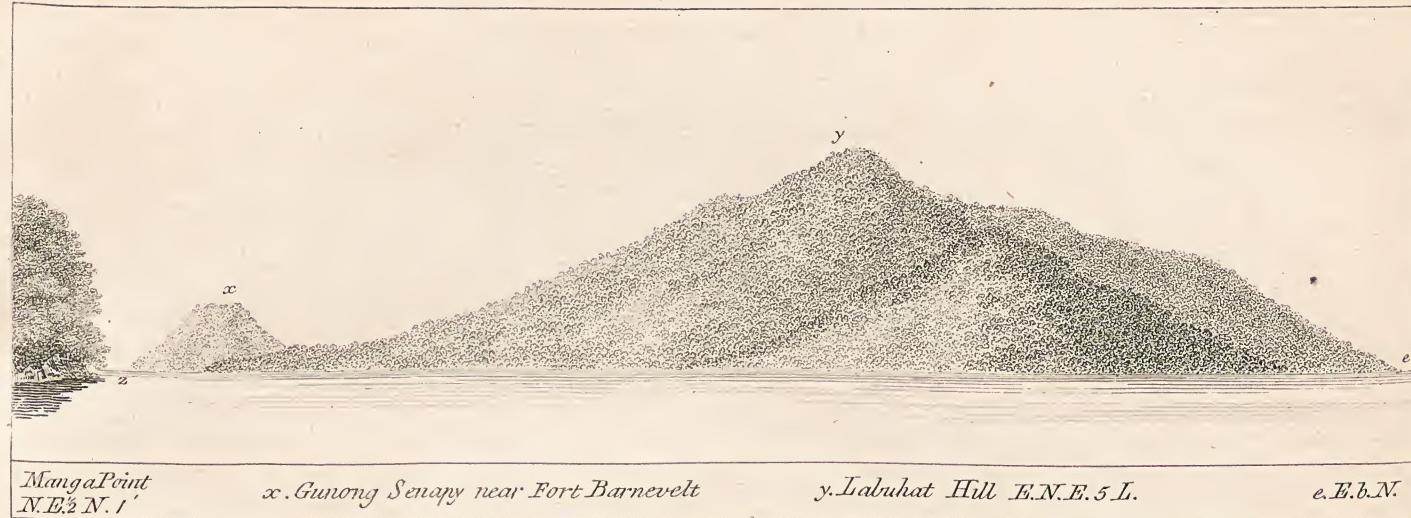
m. Manga Point

E. S.

n. Straits of Latalatta

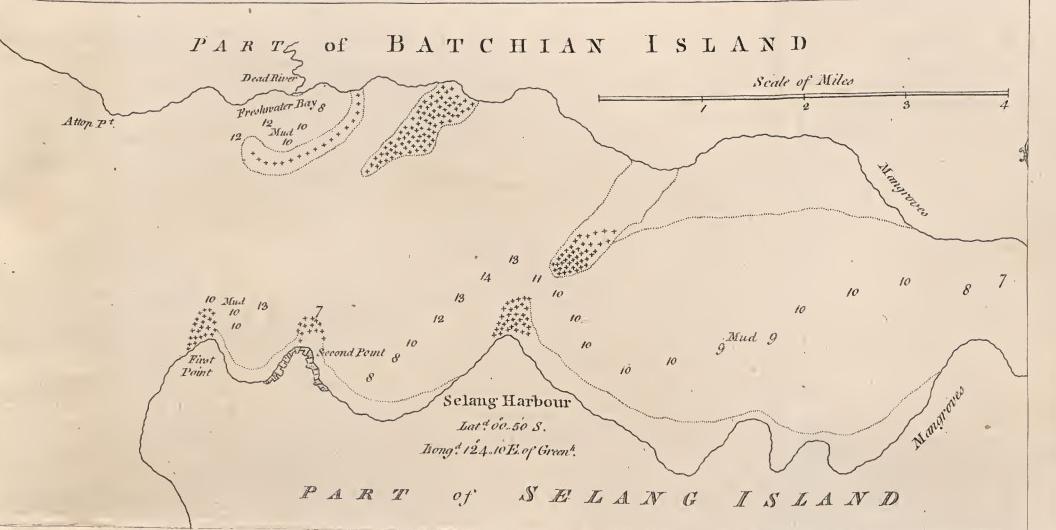




Tho^r. Forrest delin^t

Molucca Corocoro

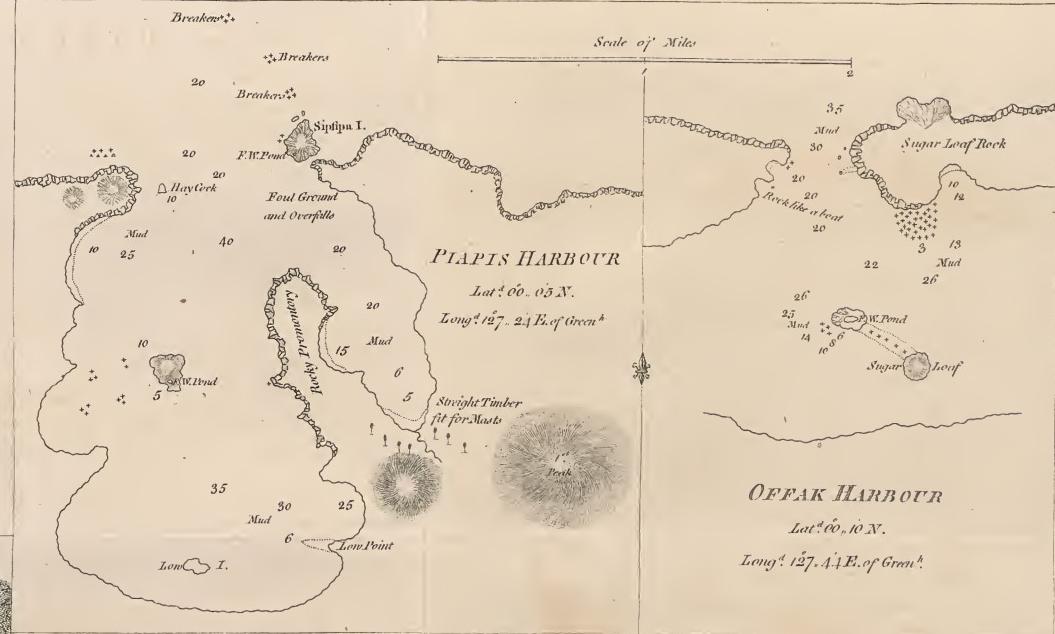
Caldwall Sculp^tPublished by Captⁿ Tho^r. Forrest as the Act direct, Jan^y, 30th 1779.



*That correct deline^t y. 1.^t Point of Selang
y. 2.^t Point E.*

Labuhat Hill and the Skirt of Selang Island lying between the 1st & 2^d Point.

c.o. Molucca Corvooro
x. Lubuhat Point W.b. N. 6



*III. Three spots of Breakers seen at Low Water
e.c.c. Buttons 4'*
3. The Slave B.N. E. 10'

Polo Siquipa at the Entrance of Piapio Harbor, ½ mile

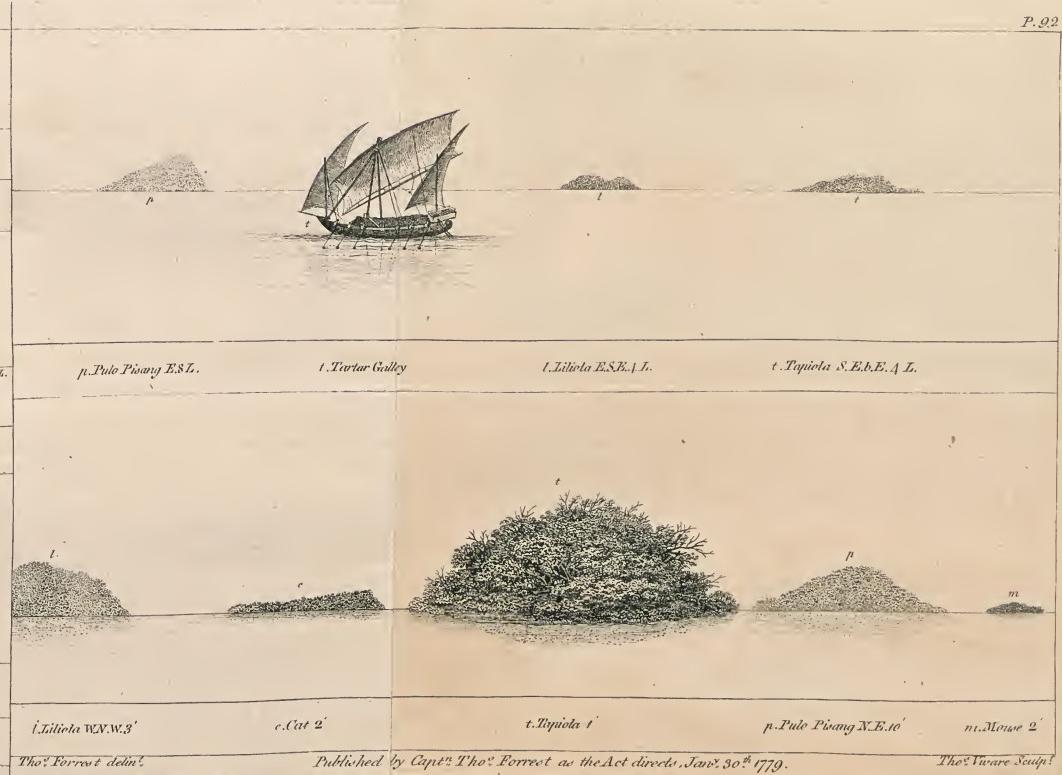
The Turner Sculpture



W. Hamilton del.

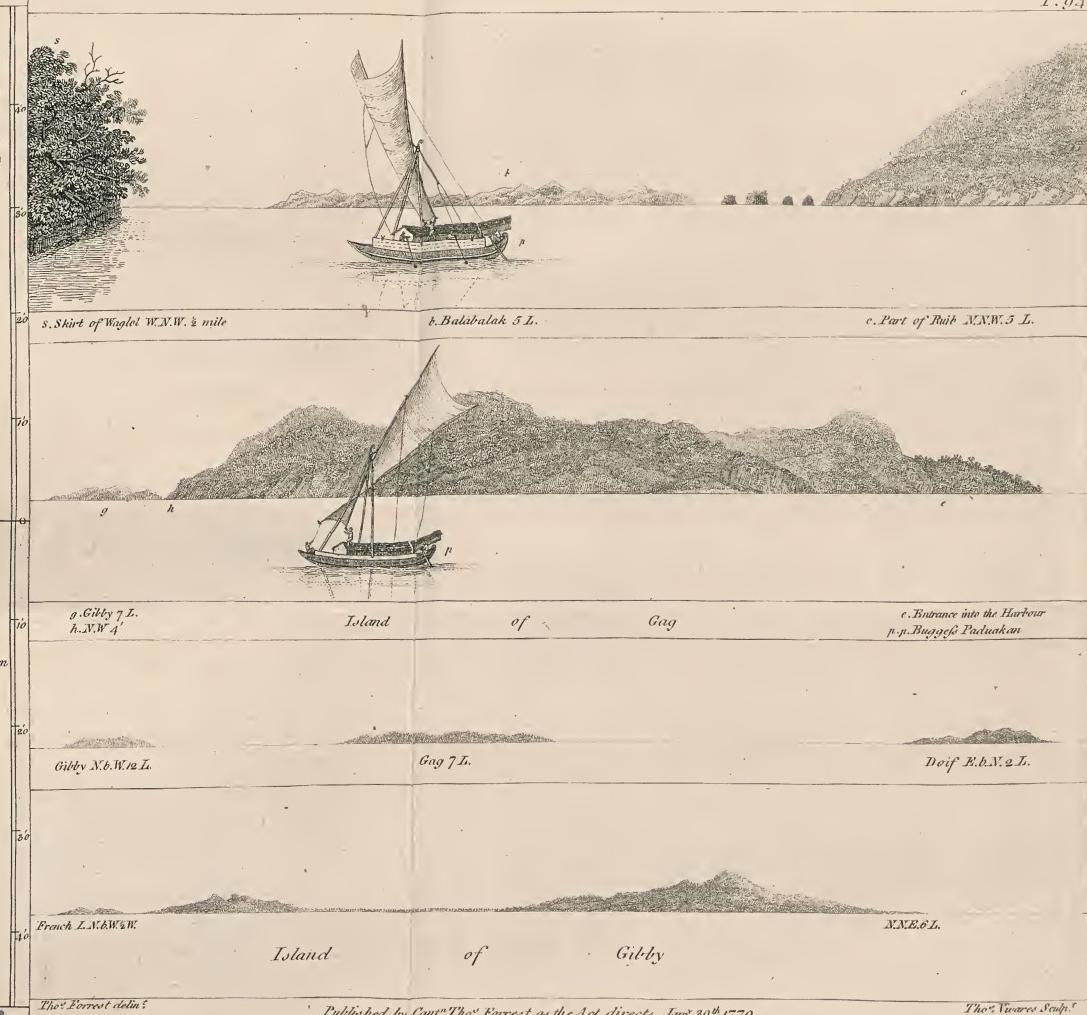
J. Caldwell sculp.

In Testimony of Esteem & Regard, for his many amiable Qualities;
 To William Aldersey Esq; President of the Board of Trade in Bengall,
 This VIEW of the ISLAND of OUBY, from Freshwater Bay, on BATCHIAN;
 Is inscribed by his most affectionate Cousin, & humble Servt Thos Forrest.
Publ'd as the Act directs Jan'y 20. 1779. by Capt. T. Forrest.





F. V. Varro, Scud.



"John Forrest delin:

Published by Captⁿ: Thos^r Forrest as the Act directs, Jan^r. 30th 1779.

The Figures, sculp^r



Manouaran E.b.S5L.

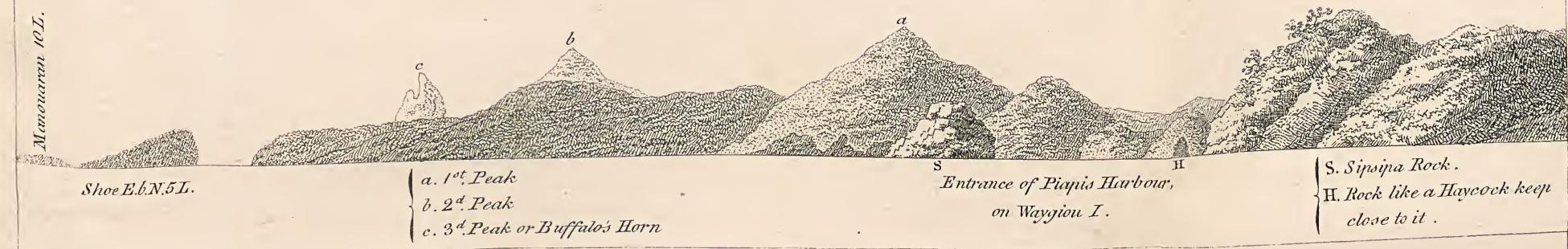
Rawak

Entrance (S.E. & S.) of Offak Harbour

x. Buffalo's Horn



Seen from the mouth of Piapis Harbour



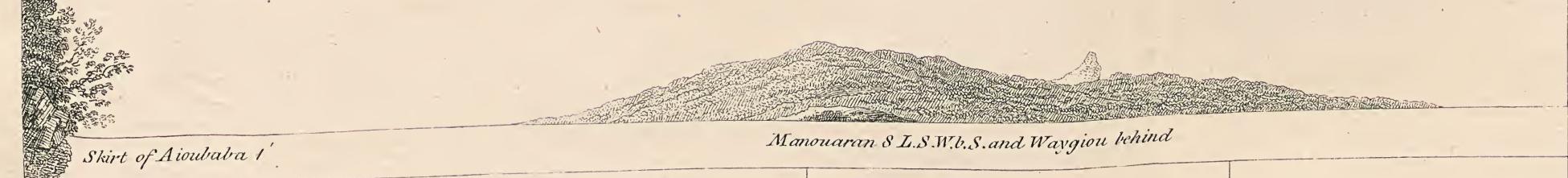
Shoe E.b.N.5L.

Manouaran 10L.

a. 1st. Peak
b. 2^d. Peak
c. 3^d. Peak or Buffalo's Horn

S. Entrance of Piapis Harbour,
on Waygiou I.

S. Sipsipa Rock.
H. Rock like a Haycock keep
close to it.



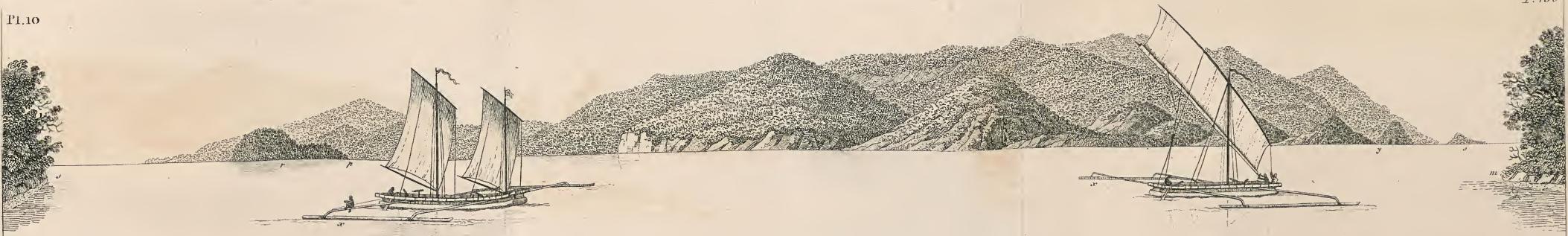
Skirt of Aioubaba I.

Manouaran 8 L.S.W.b.S. and Waygiou behind

Tho^r Forrest delin^t

Published by Capt^r Tho^r Forrest as the Act directs, Jan^r. 30th 1779.

Tho^r Vivare Sculp^t



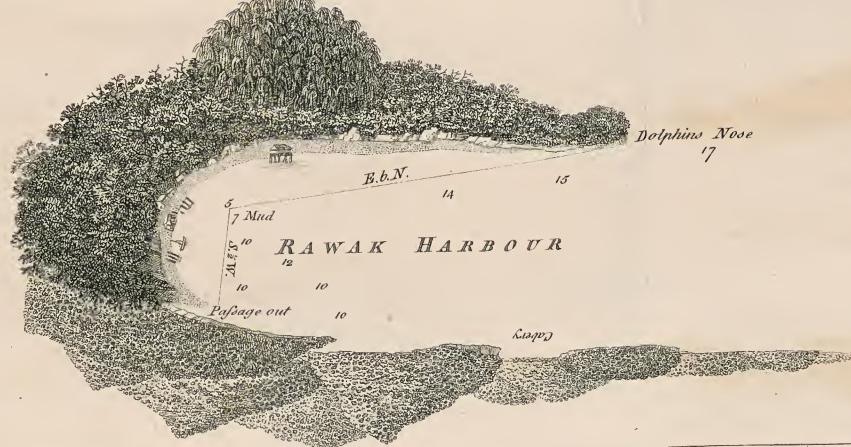
a. Skirt of Manouaran E. & N. 1 Mile
r. Rawak Island

p. Passage
x.x. Malay Sellore

View of Waygiou from Manouaran.

The Buffalo's Horn is hid behind the high land.
y. Entrance into Offak Harbour.

s. Shoe W. & S. 15'
m. Skirt of Manouaran W. 3/4 Mile



Scale of Miles

7 Rocks & Sand

20

17

10

Sand

14

20

Steep

7

Rocks

10

12

10

8

8

9

10

12

10

10

10

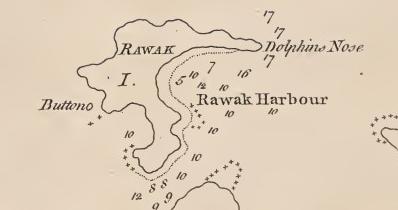
10

P A R T O F W A Y G I O U

RAWAK ISLAND near WAYGIOU

Lat. $^{\circ}00^{\prime}.13^{\prime\prime}$ N.

Long. $^{\circ}00^{\prime}.128^{\prime\prime}$ E. of Green^b



The Vivares Sculp^t

A historical map of New Guinea's coast. The top half shows the northern coast with labels: 'Mangroves' at the top left, '5' and '7' marked along the coastline, and 'Mud' with '12' and '8' marked. The bottom half shows the southern coast with labels: 'Bankshall House' and 'Papua Tenement on the Water'. The title 'PART OF NEW GUINEA A' is written vertically along the right side. A small circular inset map is located in the top right corner.

Fresh Water

17

HARBOUR

1

O F

NEW

G U I N E A

10

Papua Tenement on the Water

Fresh Water

- 5 -

Dry at Low Water

8
10 10
10 12
10 15

3.

SUGAR

12

DORY HARBOUR on New Guinea

Latt.^d C^o₂ 2/[']s.

Long^d: 131°.00 E. of Green^h:

Ossy Village

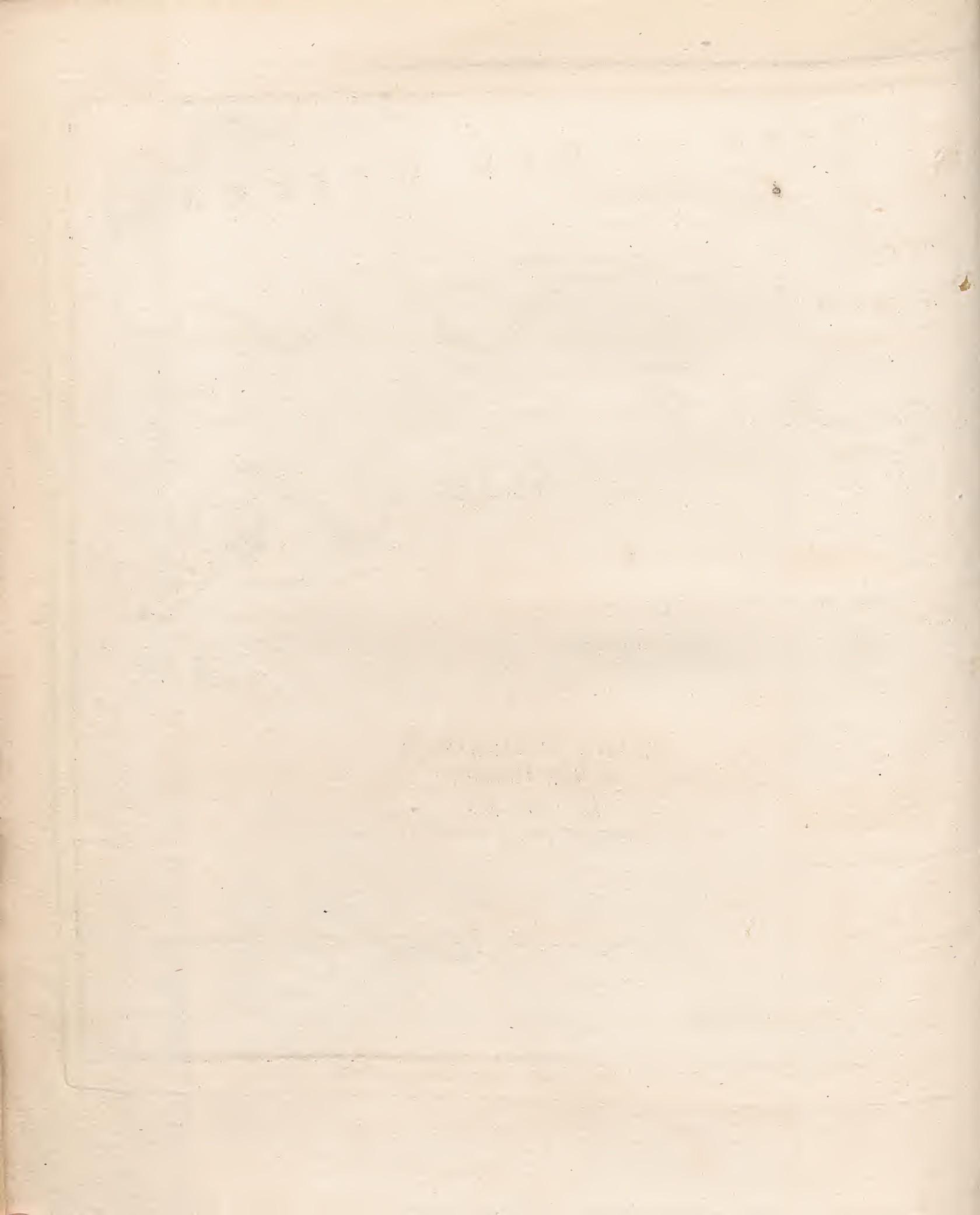
Mawingham Harbour

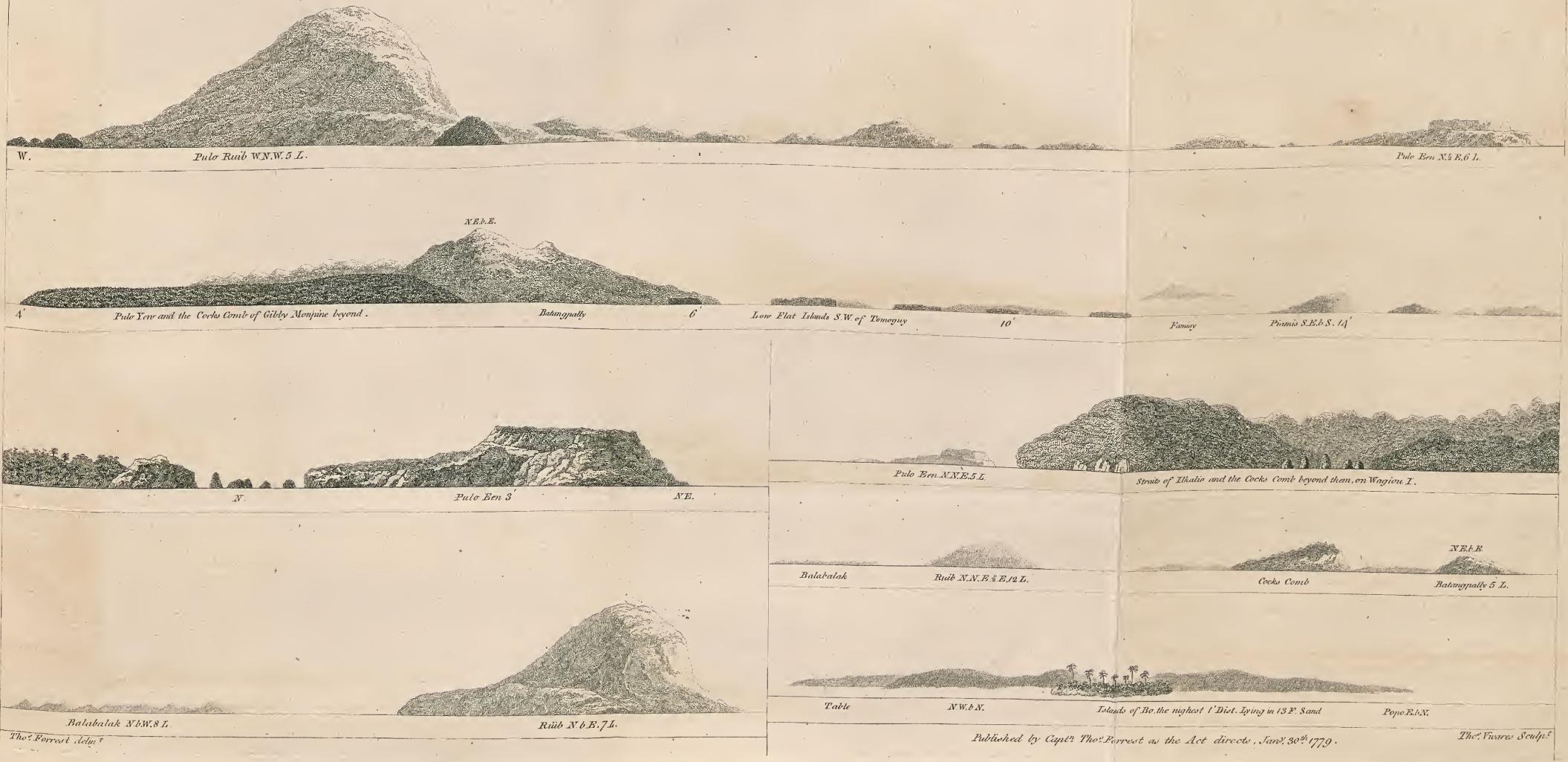
Anetary R.

Narrow Entrance but between a Sand & Coral

Published by Captⁿ Thos^r Forrest as the Act directs Jan^r. 30th 1779.

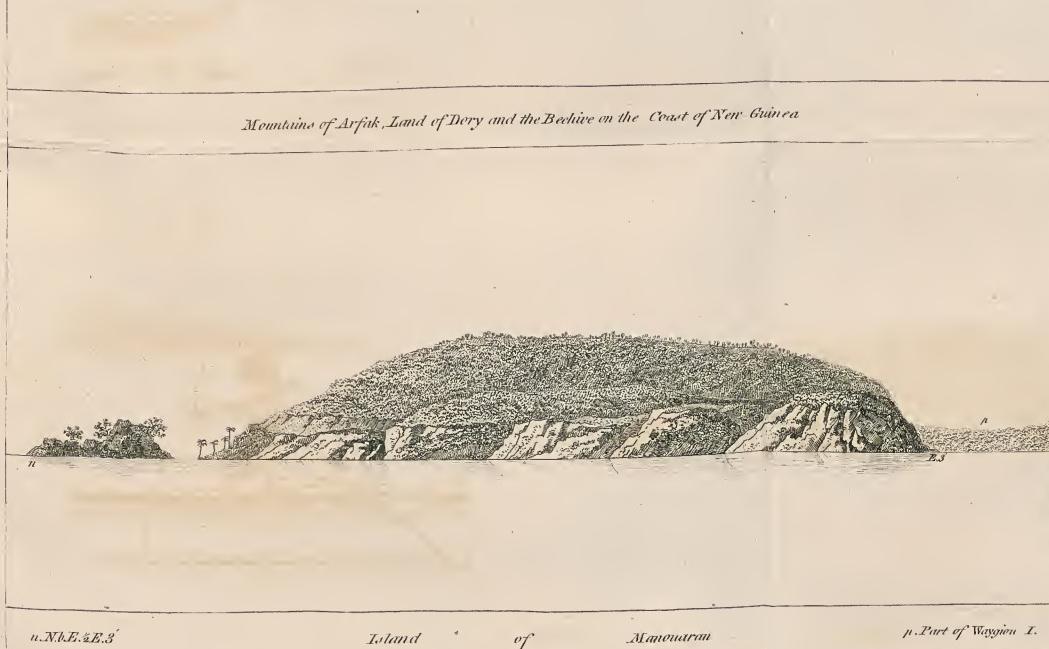
F. Vvaree Sculp^t







Mountains of Arfak, Land of Dory and the Beehive on the Coast of New Guinea



n. N.E. & E. S.

Island

of

Mauantram

Port of Wagien L.

Tho: Forrest delin:



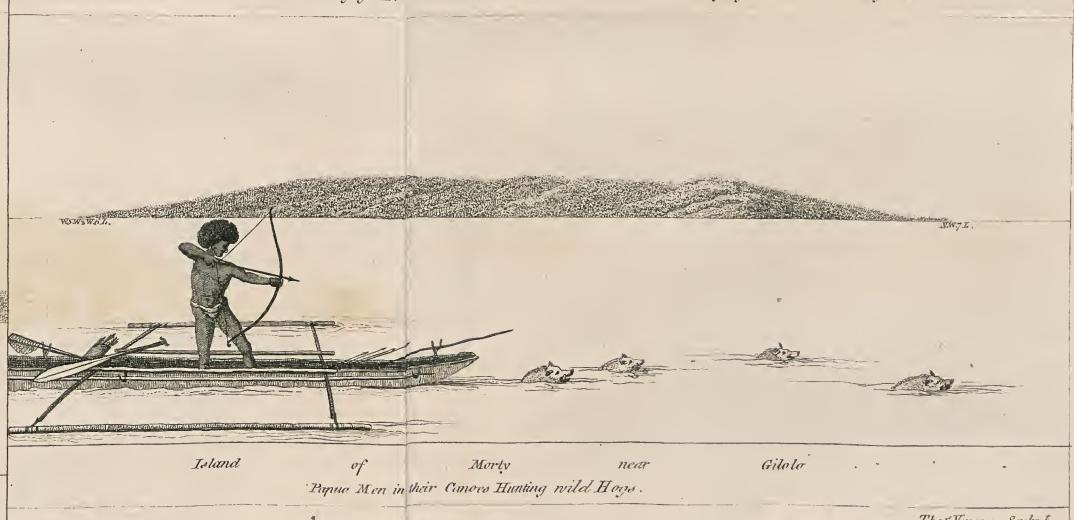
e. Pulo Eten S.E. & E. 12 L.

w.w. Wyag S.L.

r. Ruib S.b.E. & E/2 L.

o.o. Syang 3 L.

e. Eye 2 L.

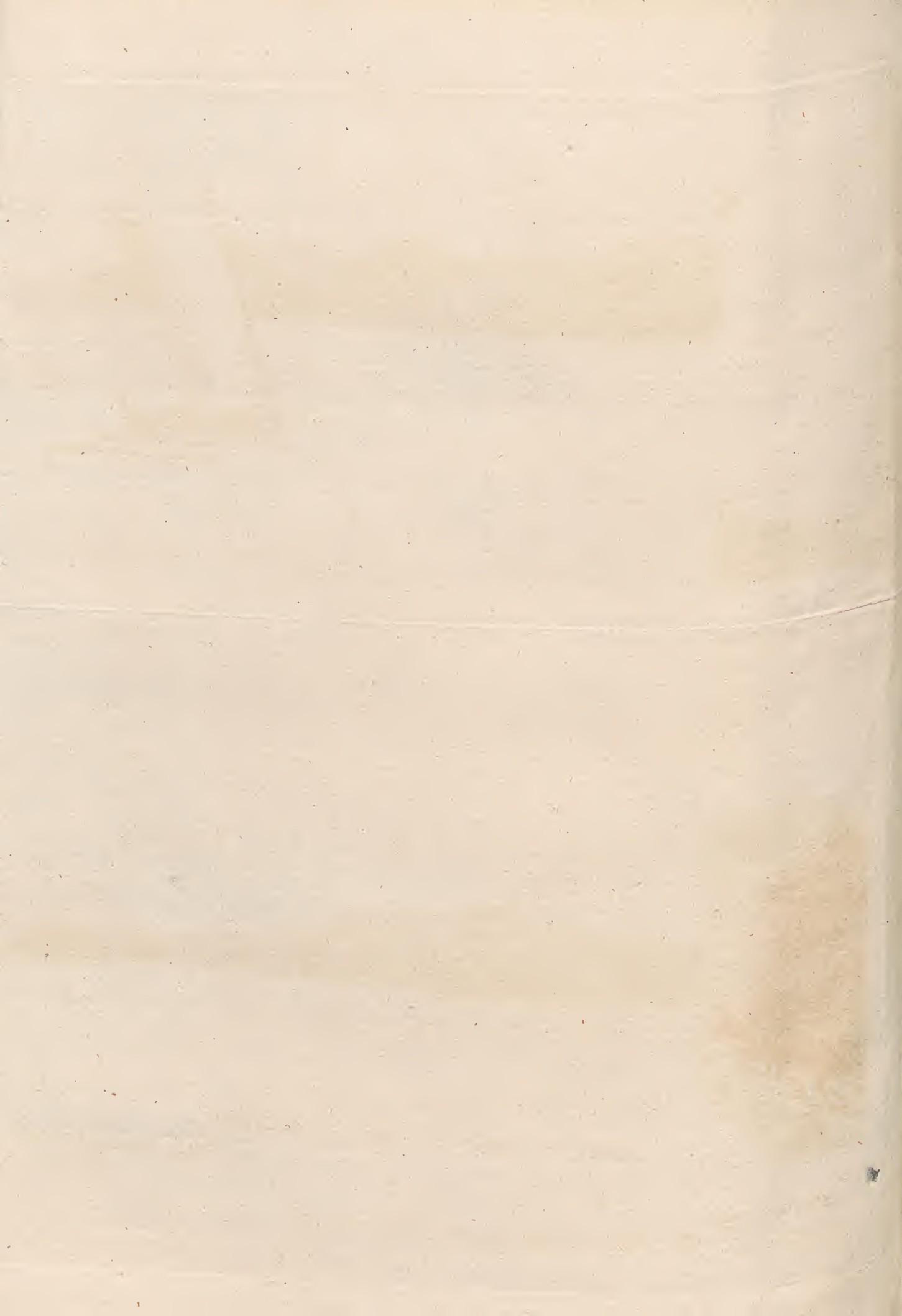


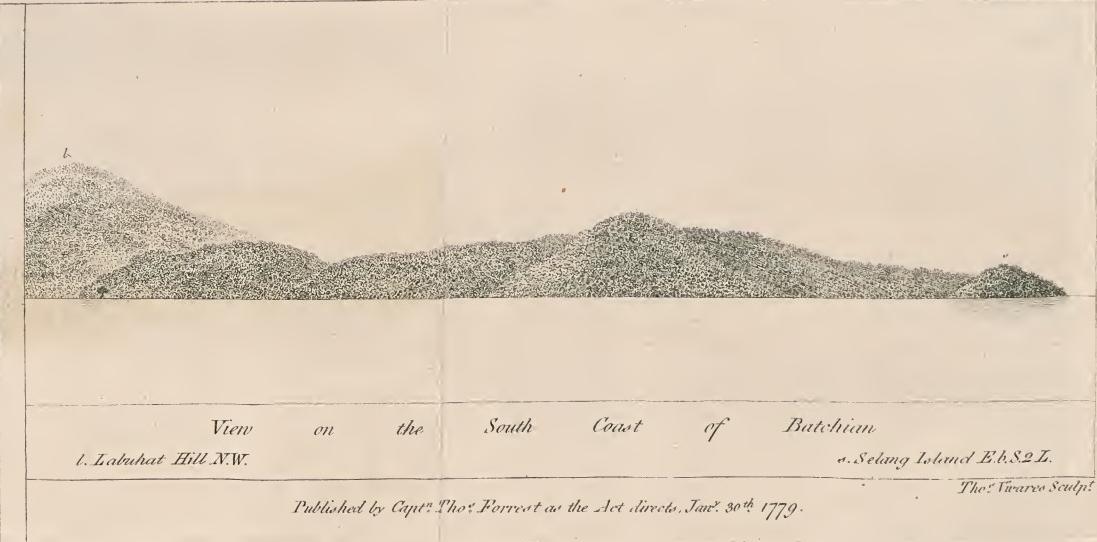
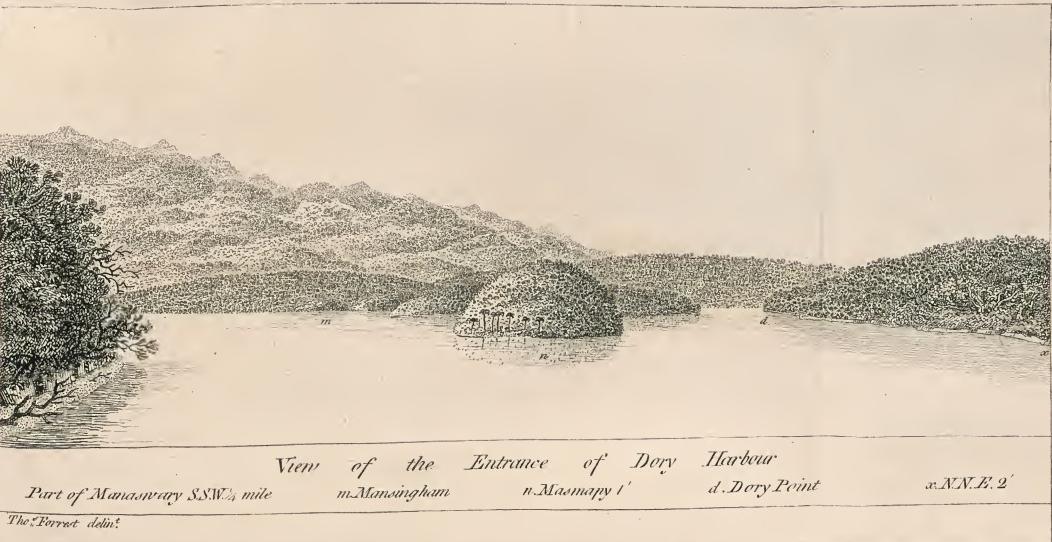
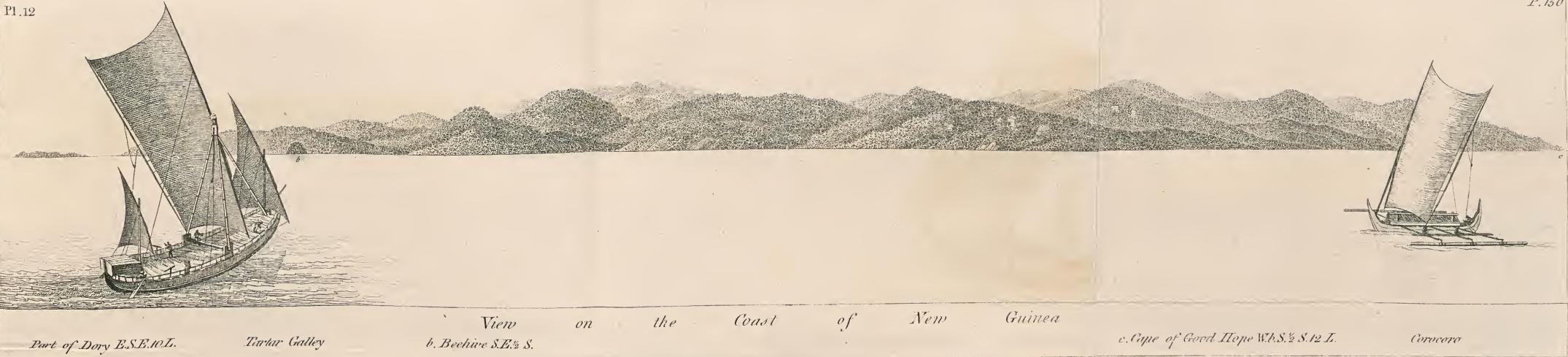
Island of Morly near Gilolo

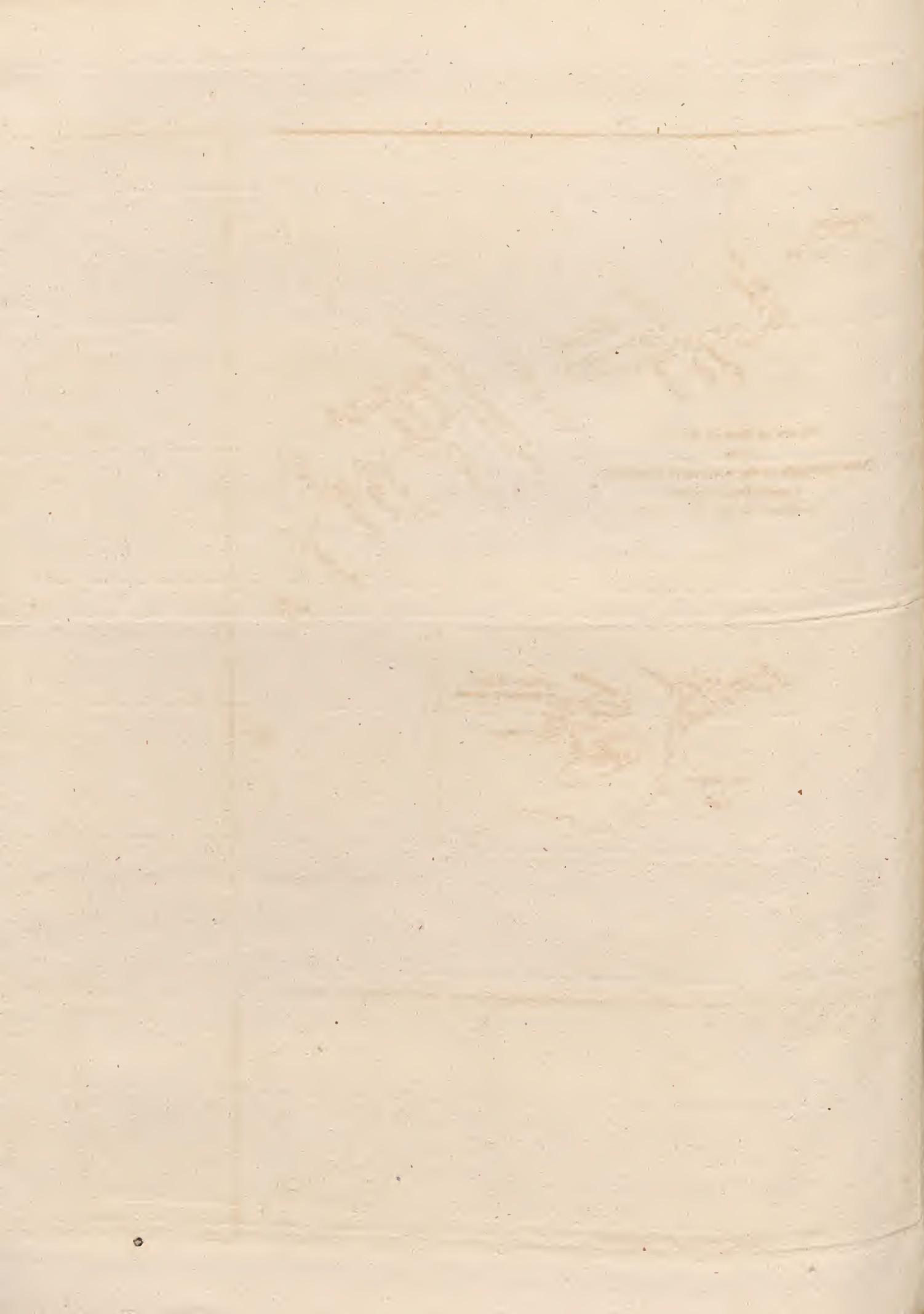
Papuo Men in their Canoes Hunting wild Hogs.

Tho: Vivares Sculp?

Published by Capt: Thos: Forrest as the Act directs, Janst 30th 1779.









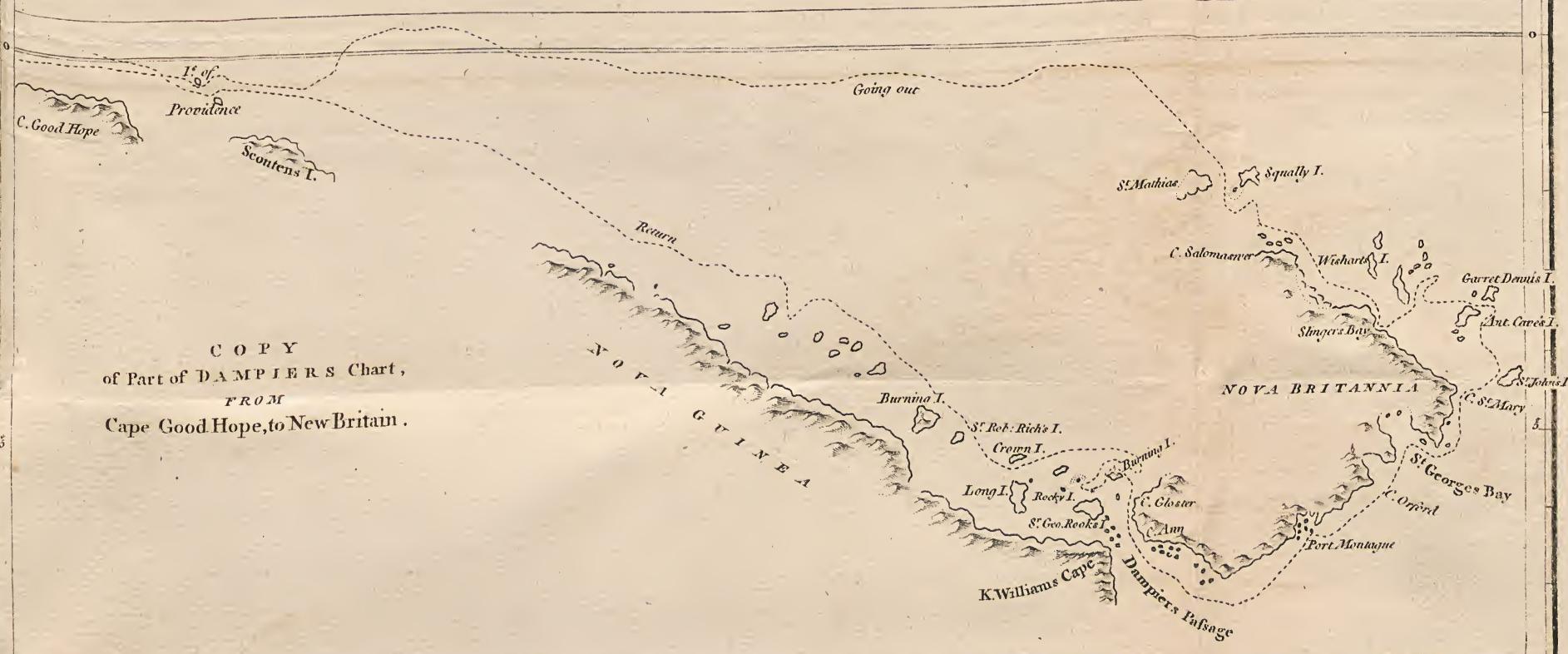
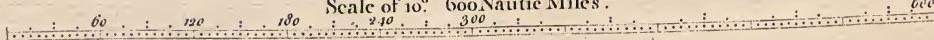
PLAN of Part of PAPUA

AND

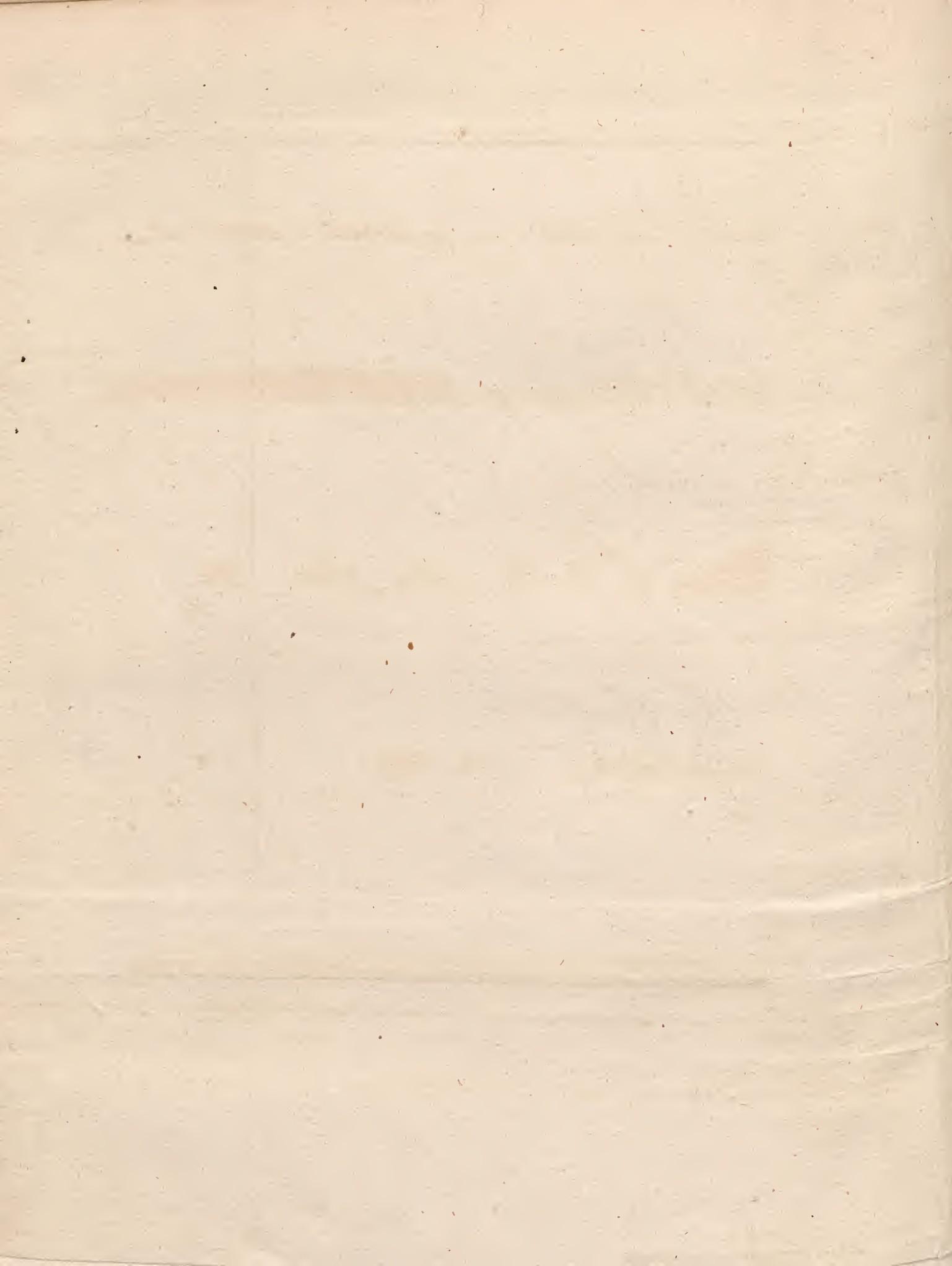
NEW BRITAIN or the SALOMON ISLANDS,
Copied from Dampier,
Collated with De Bry, Herrera, &c.

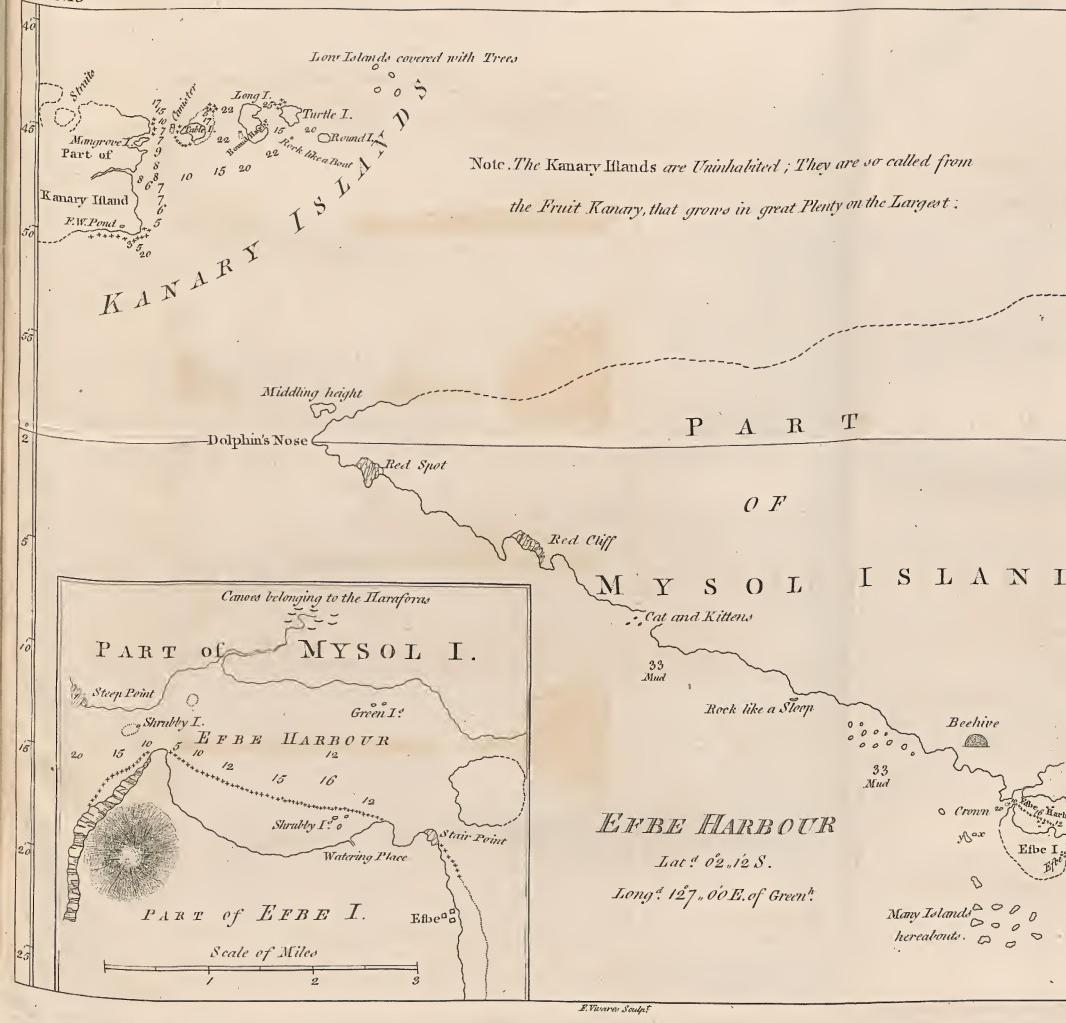


Scale of 10° 600 Nautic Miles.

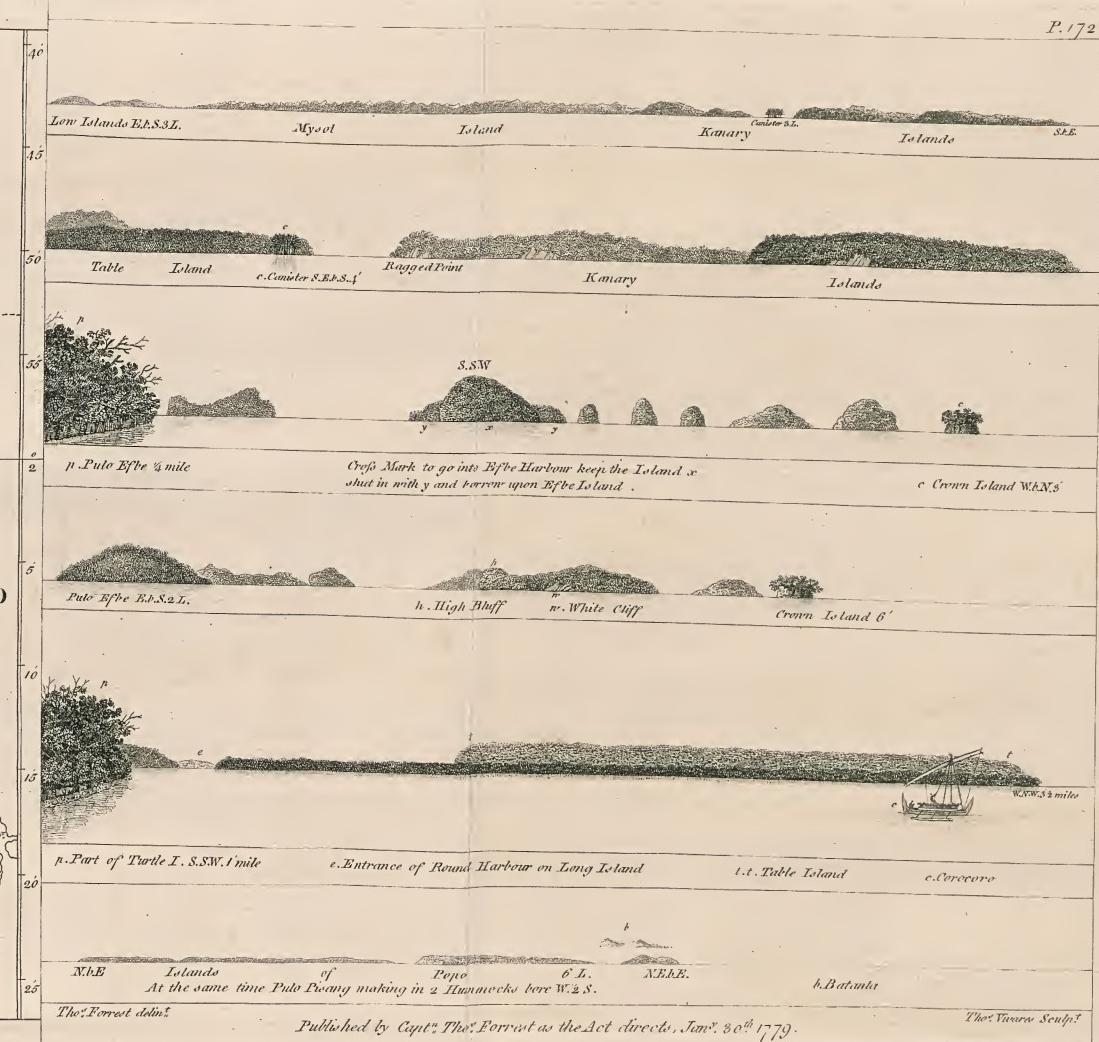


C O P Y
of Part of DAMPIERS Chart,
FROM
Cape Good Hope, to New Britain.





Note. The Kanary Islands are Uninhabited; They are so called from the Fruit Kanary, that grows in great Plenty on the Largest:



P1.16

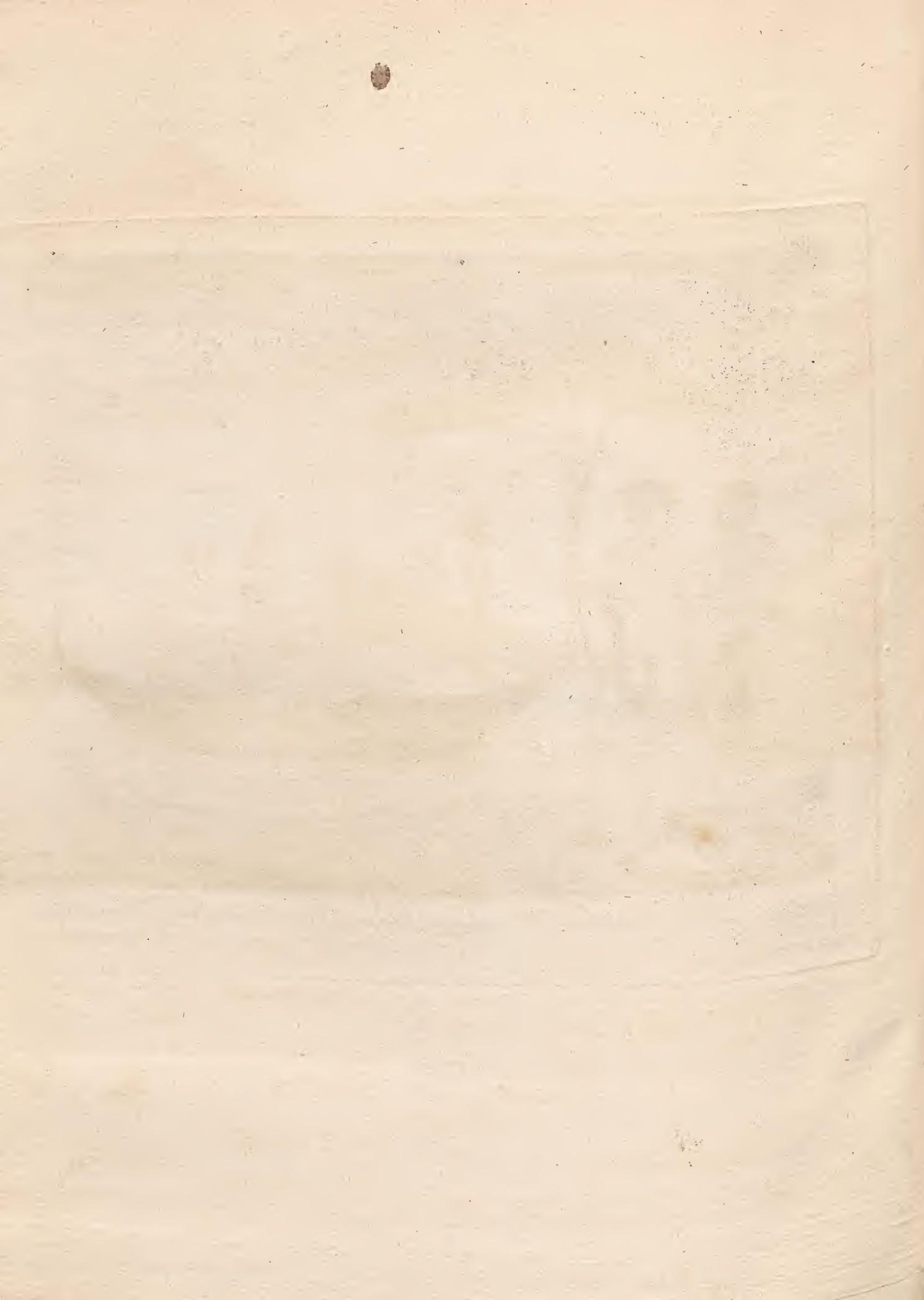


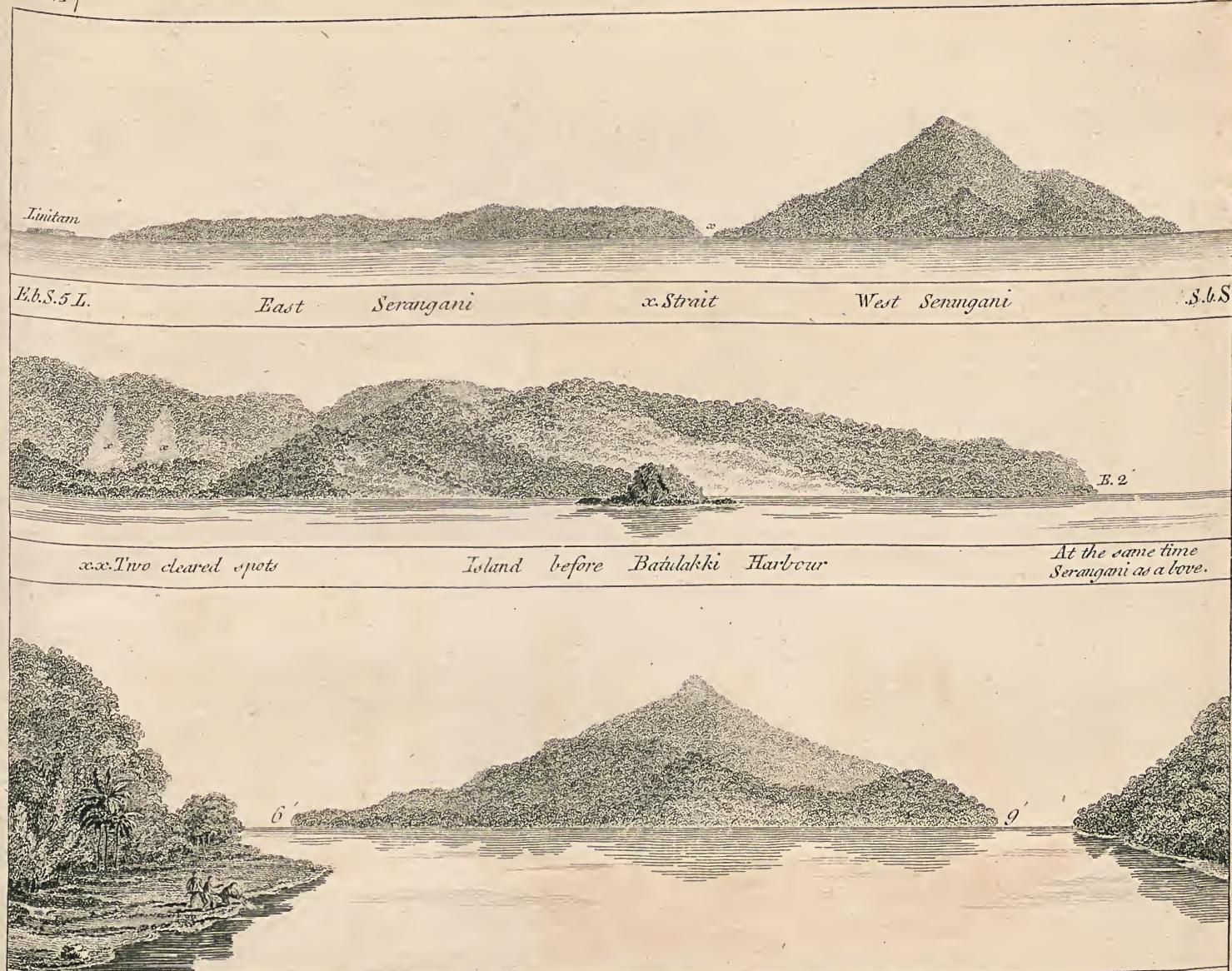
People of Moa, Jamna, and other adjacent Islands, together with one of their Boats.
J. Collyer sculp.

P.172

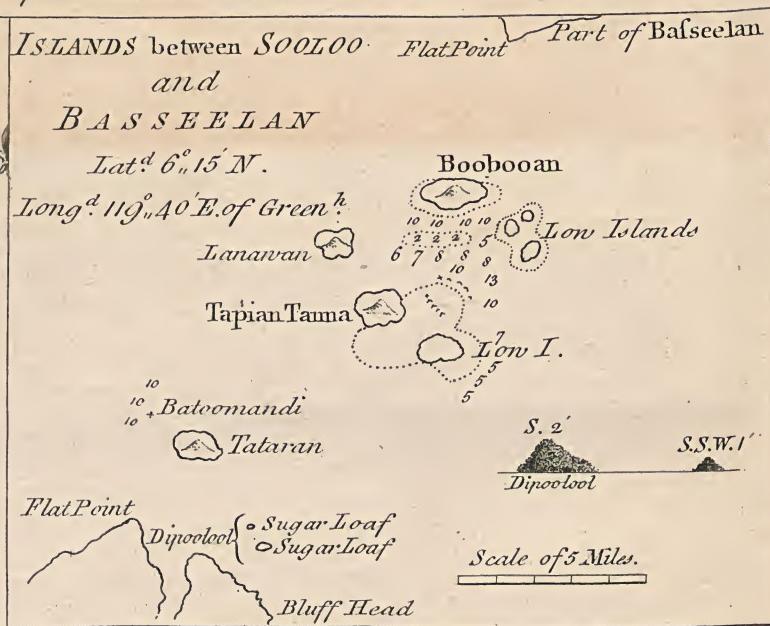


People of New Guinea and their Boats.
J. Collyer sculp.





Kabruang seen from Leron Harbour

The Forrest delin^t.Published by Capt^a Thos^r Forrest as the Act directs, Jan^r. 30th 1779.Caldwall Sculp^t

MAP of the ISLAND

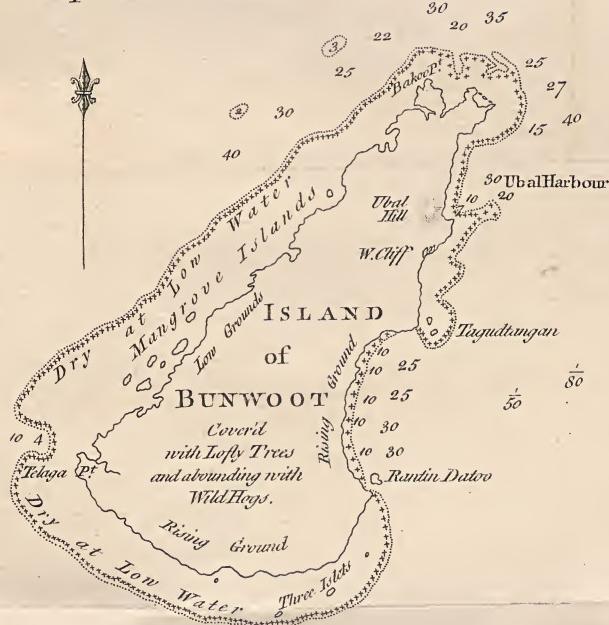
BUNWOOT

Granted to the English
by the Sultan of Magindano

in 1775,

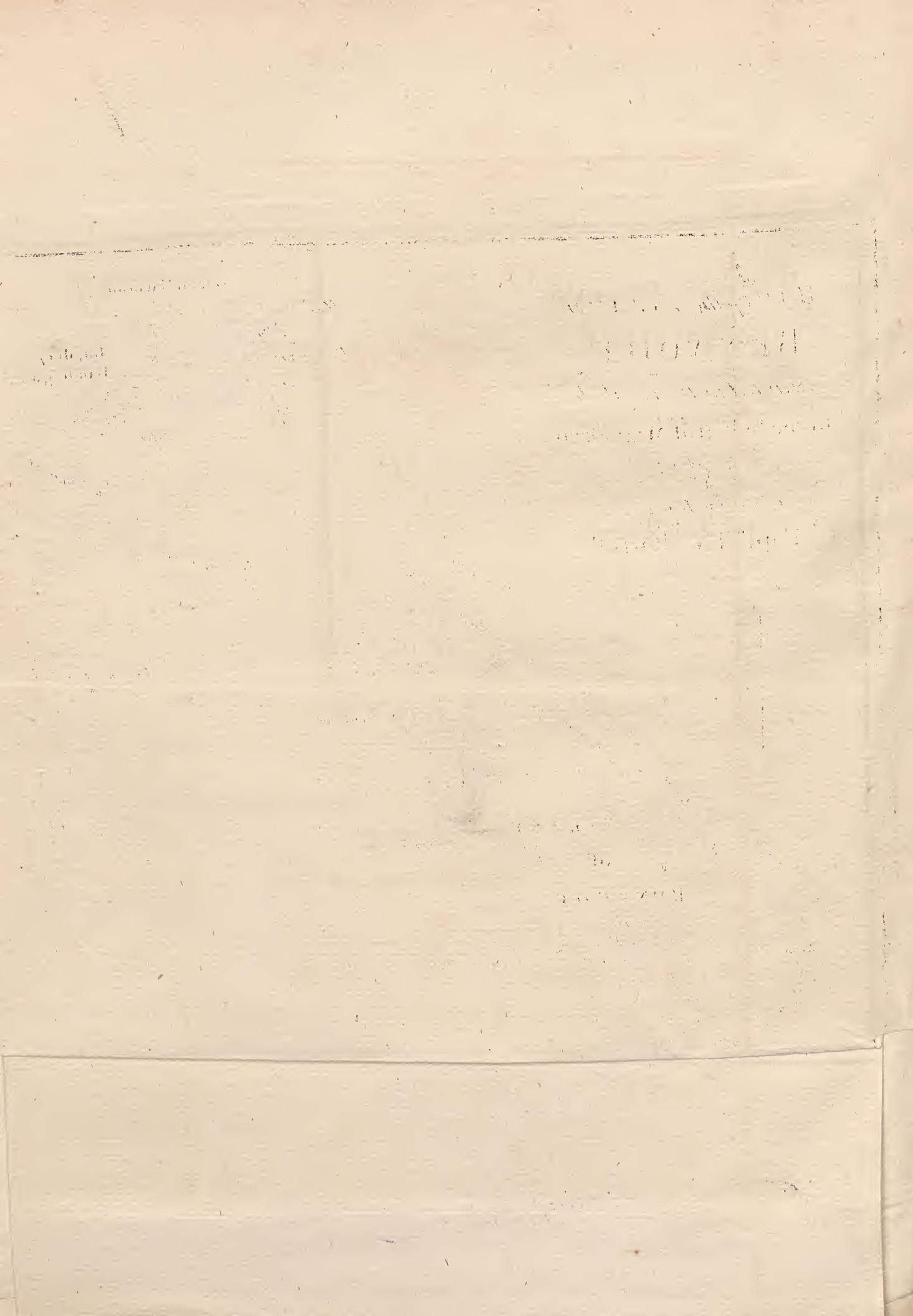
at the Request of

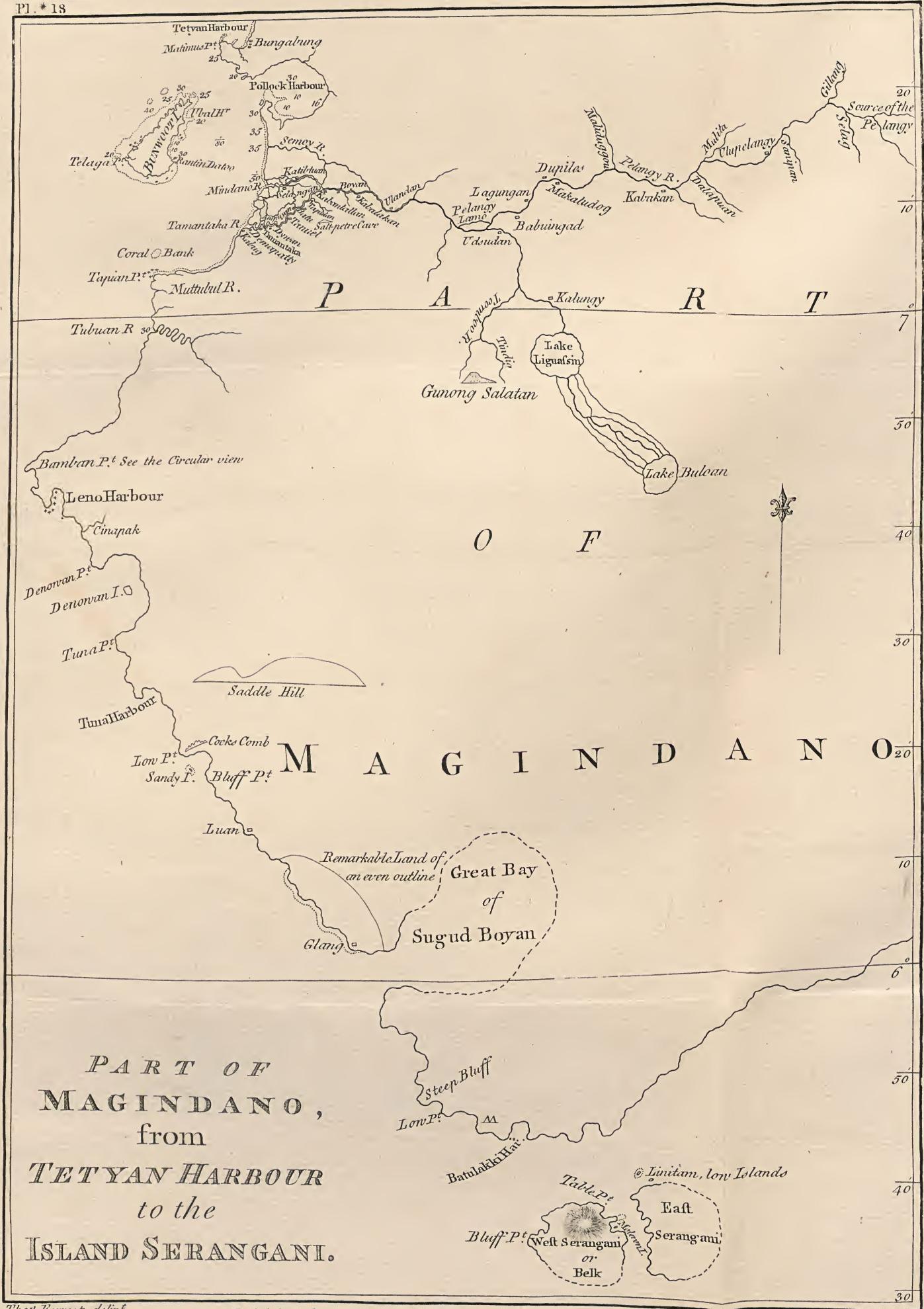
Captⁿ. Thos^s. Forrest.

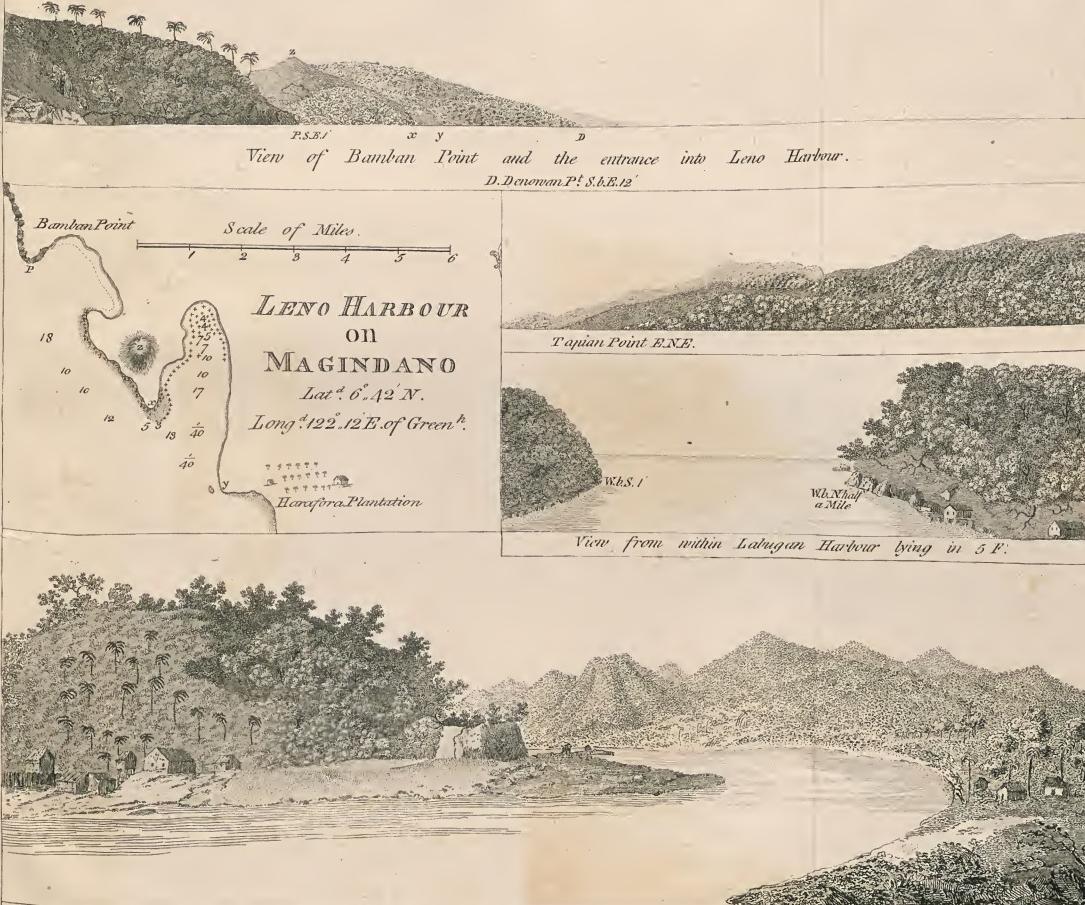


Scale of Miles.



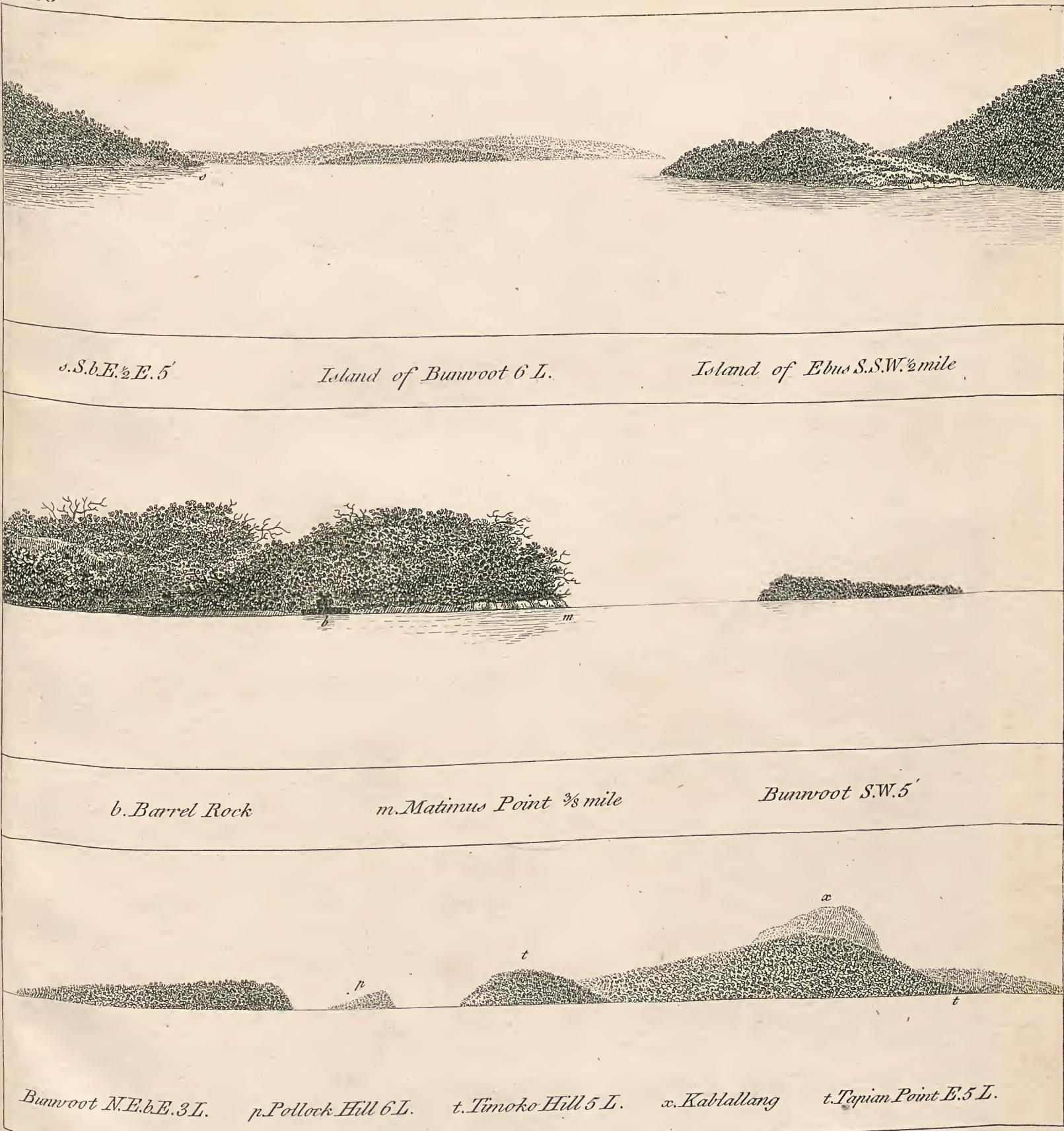






The Forrester delin^t
View from within Tetyan (Bridge) Harbour, the Neck of Sand leading to the Rocks is called Tetyan.



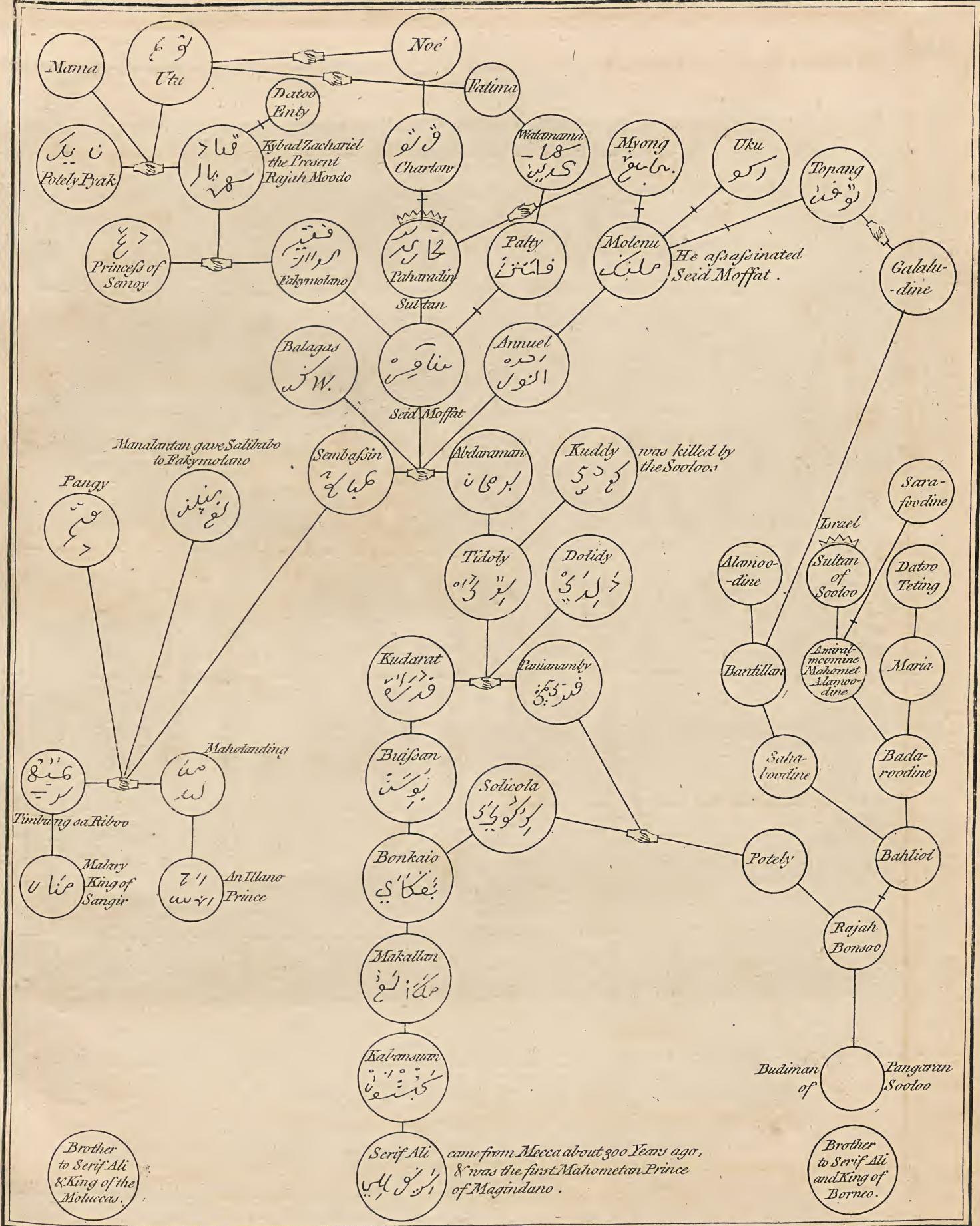
Tho^r Forrest delin^tTho^r Vuares Sculp^tPublished by Captⁿ Tho^r Forrest as the Act directs, Jan^r 30th 1779.

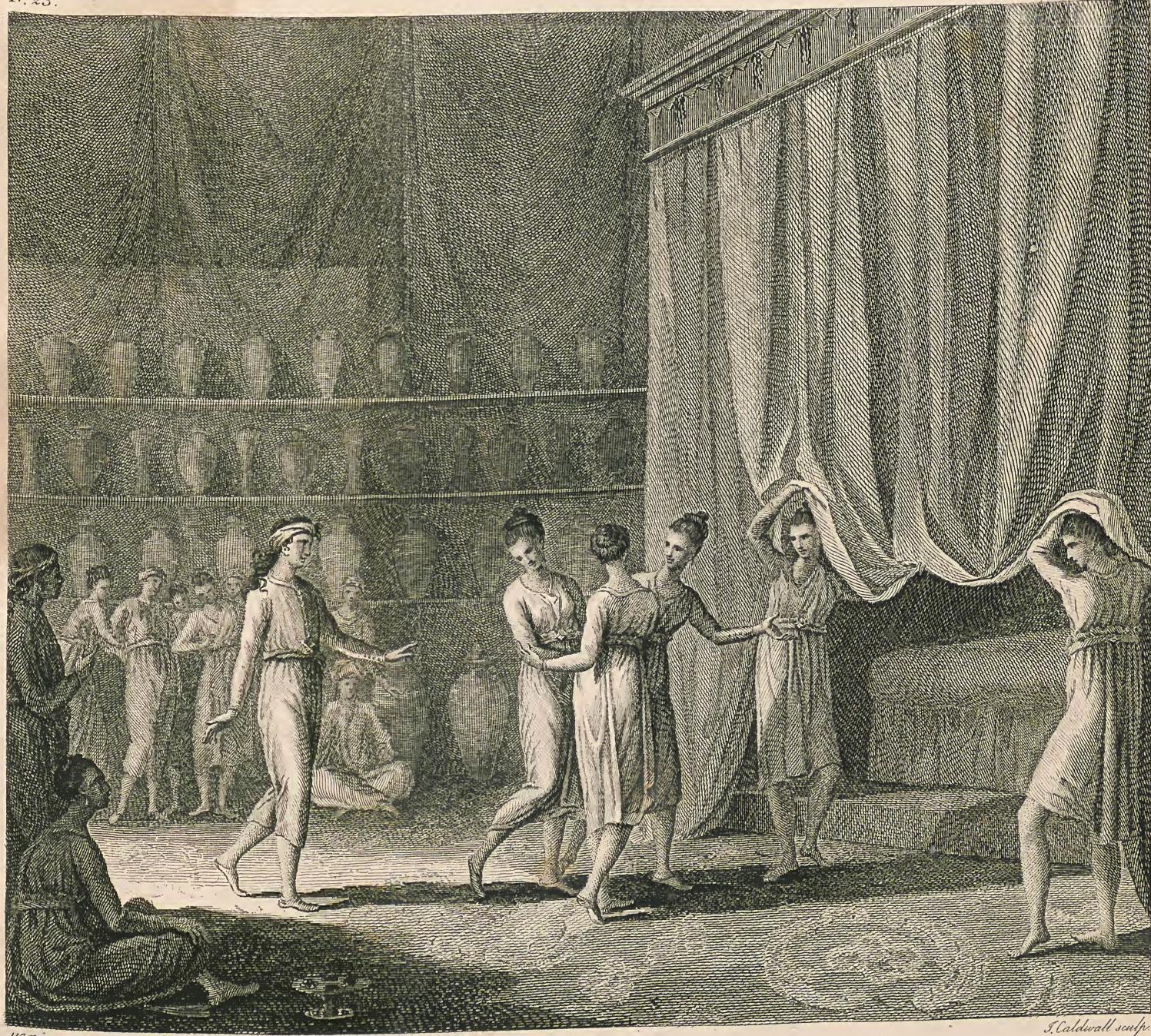


Tho: Forrest delin:

Published by Captⁿ Tho^r Forrest as the Act directs Jan^y 30th 1779.

F. Vvares Sculp^t





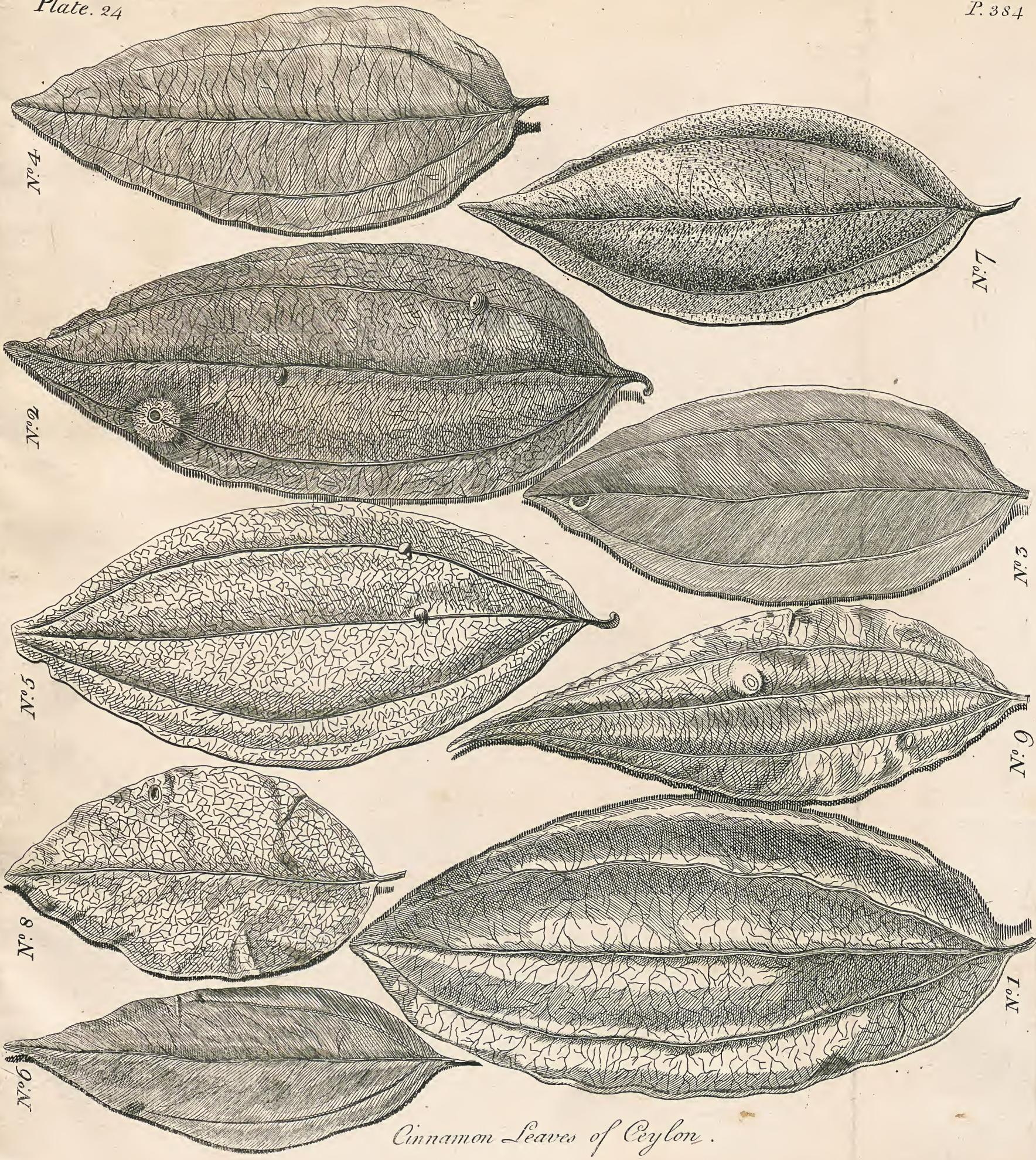
W. Hamilton del.

J. Caldwell sculp.

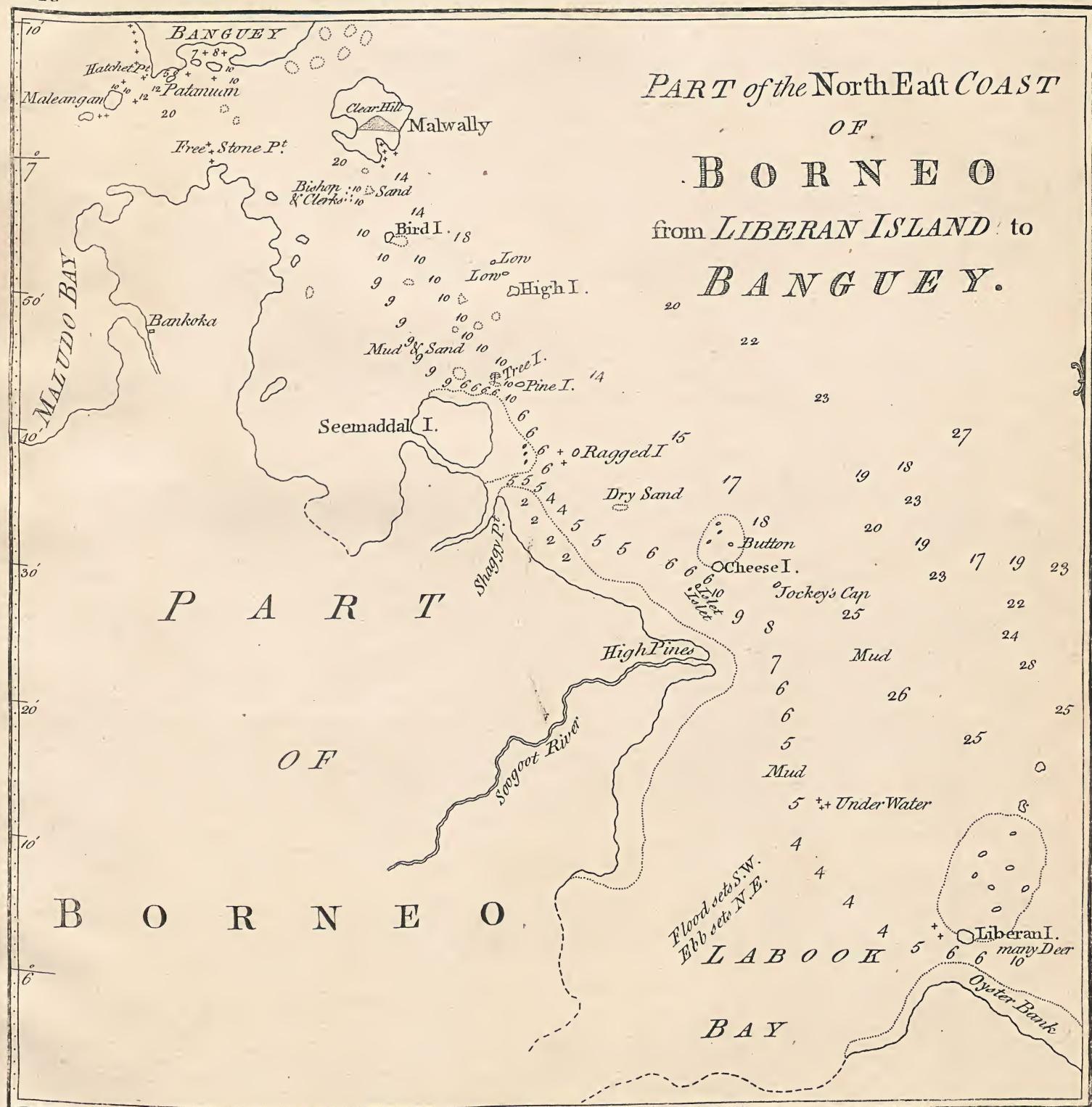
A MAGINDANO MARRIAGE .

Forrest's Voyage.

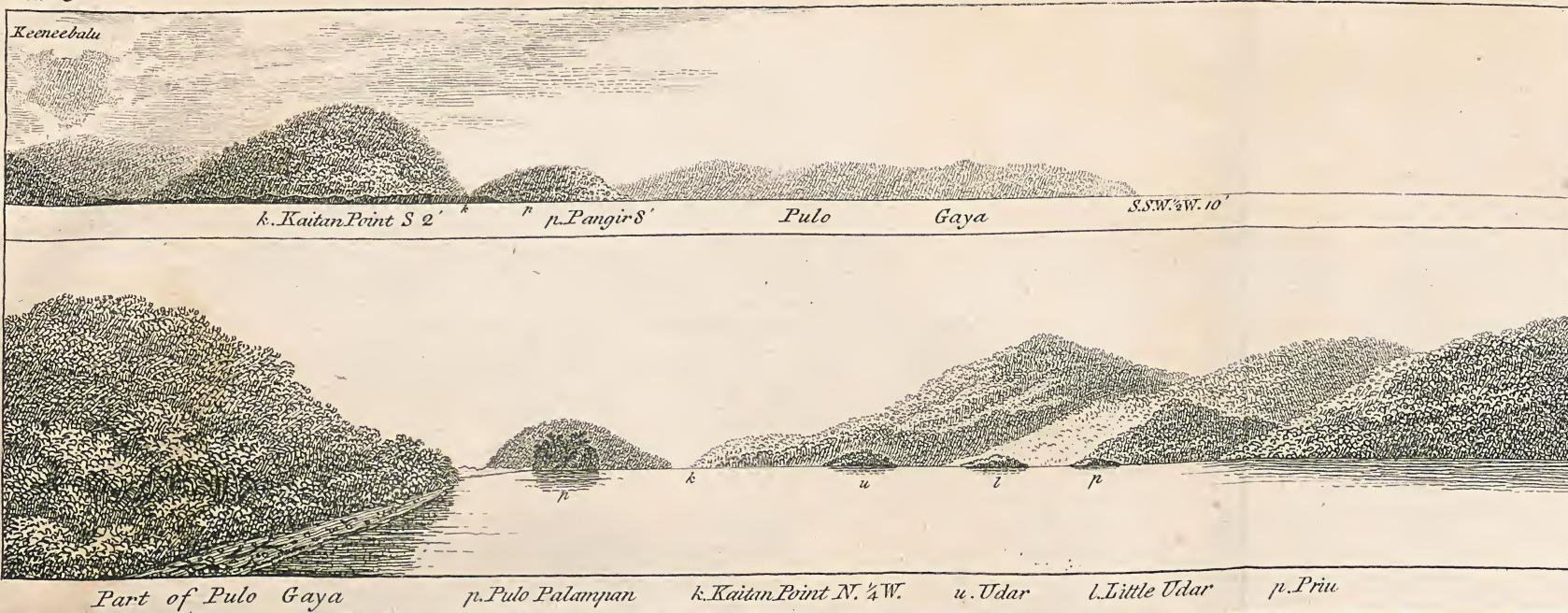
Published as the Act directs Jan. 30. 1779. by Capt. T. Forrest.



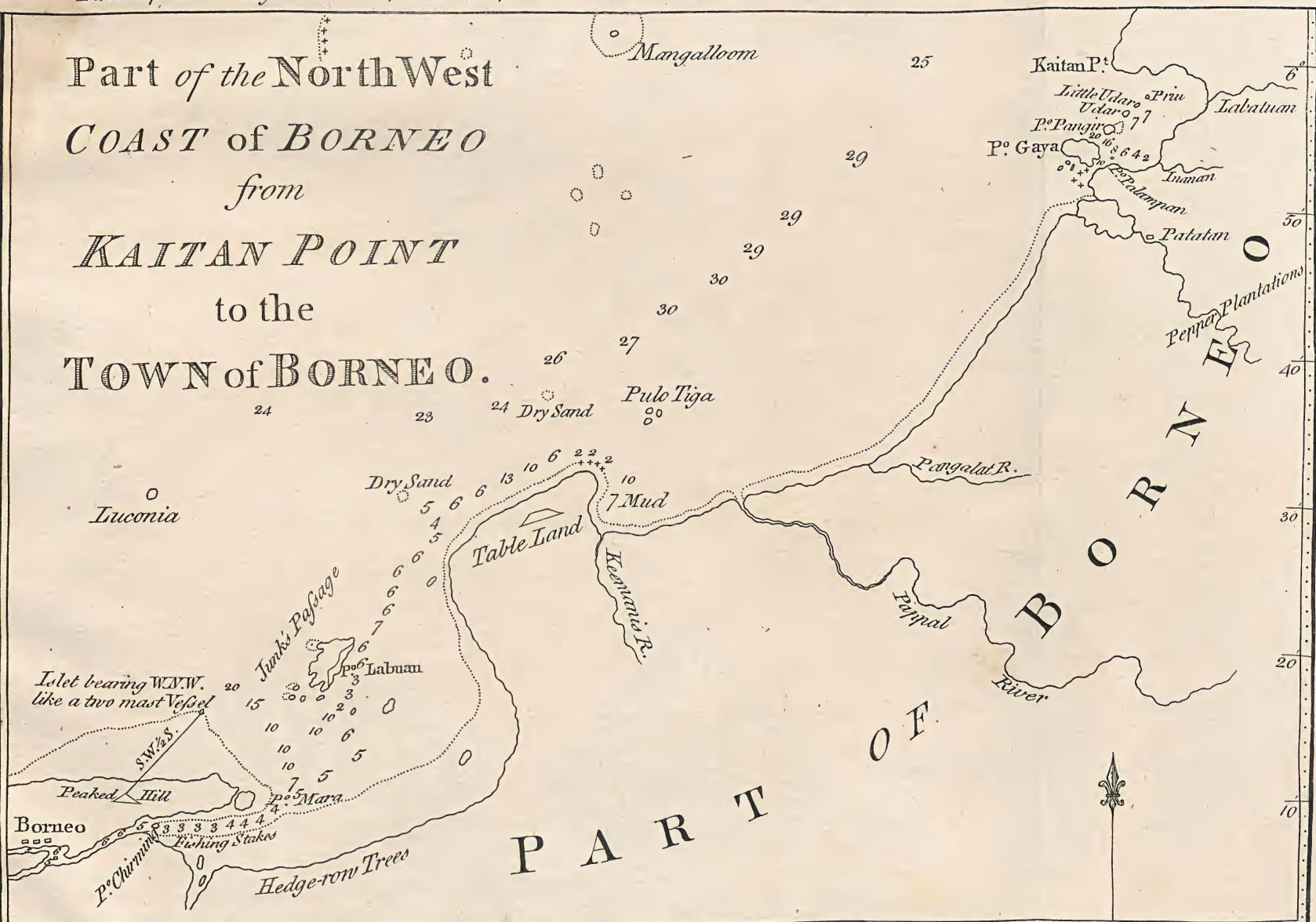
Cinnamon Leaves of Ceylon.

Tho^r Forrest delin^tPublished by Captⁿ Tho^r Forrest as the Act directs, Jan^y 30th 1779.

F. Vivar & Sculpt.



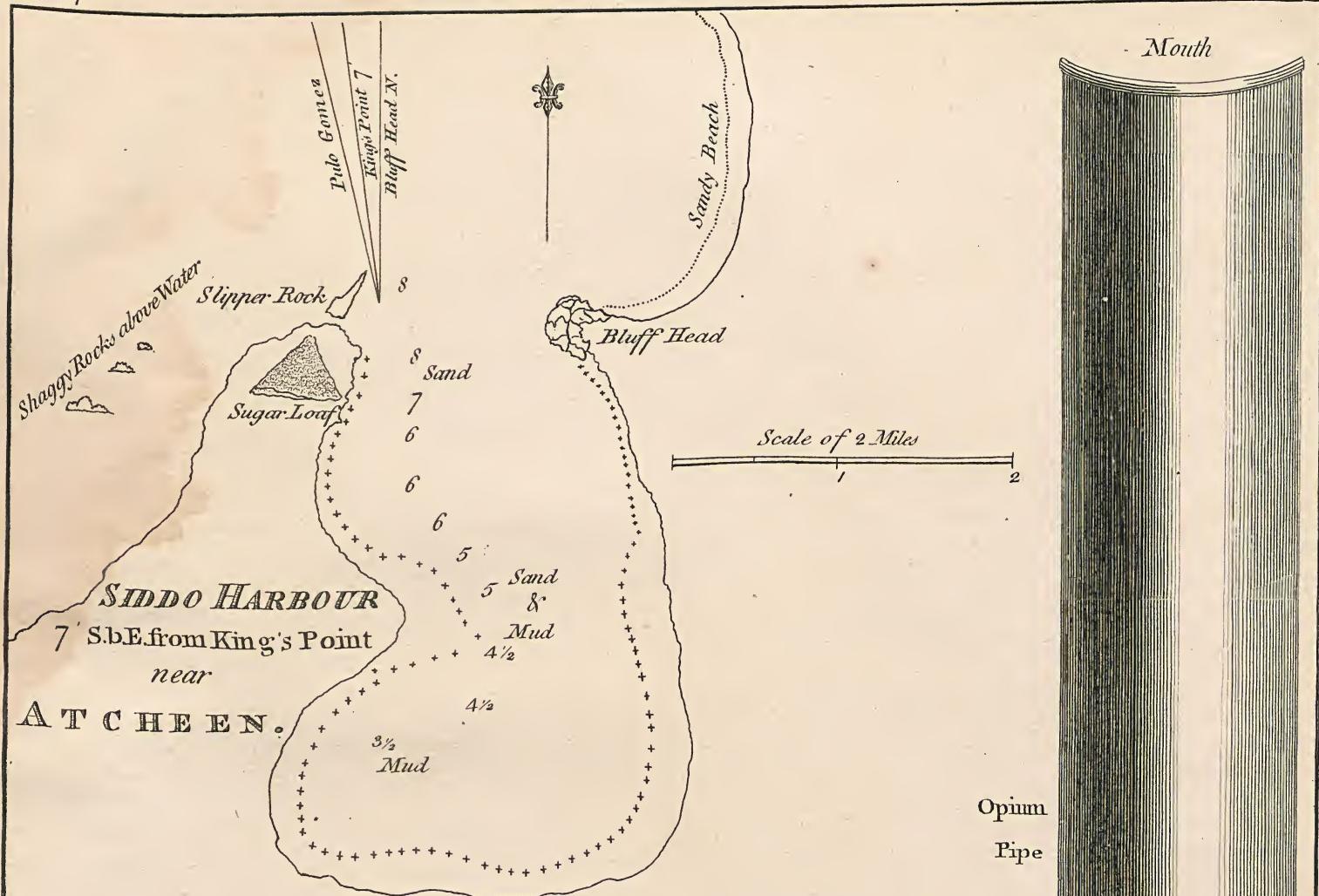
Part of the North West
COAST of BORNEO
from
KAITAN POINT
to the
TOWN of BORNEO.



Tho: Forrest delin^t

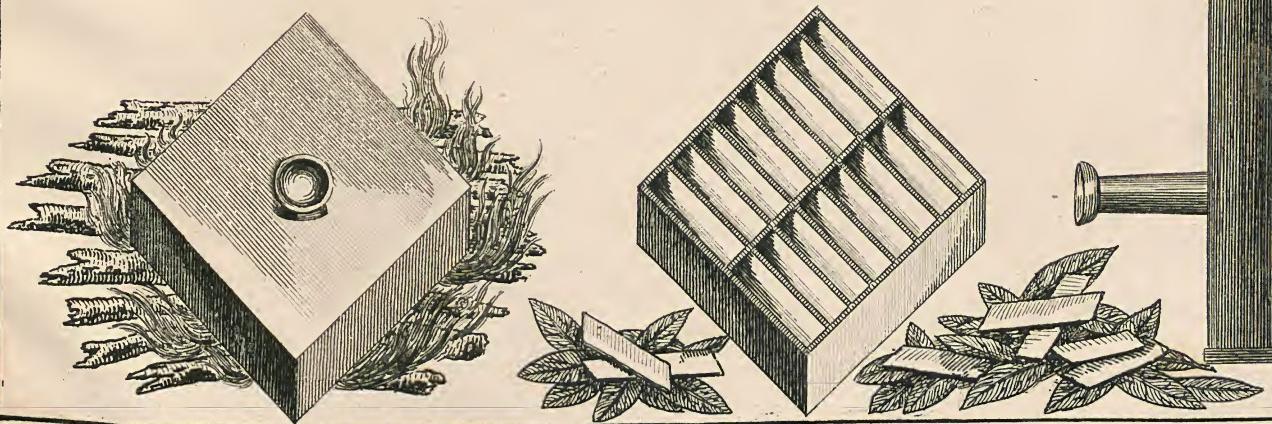
Published by Captⁿ Thos^r Forrest as the Act directs, Jan^y. 30th 1779.

Tho: Vivares Sculp:



Opium
Pipe

Papua Ovens for baking Bread from
the Pith of the Sago (Palm) Tree.

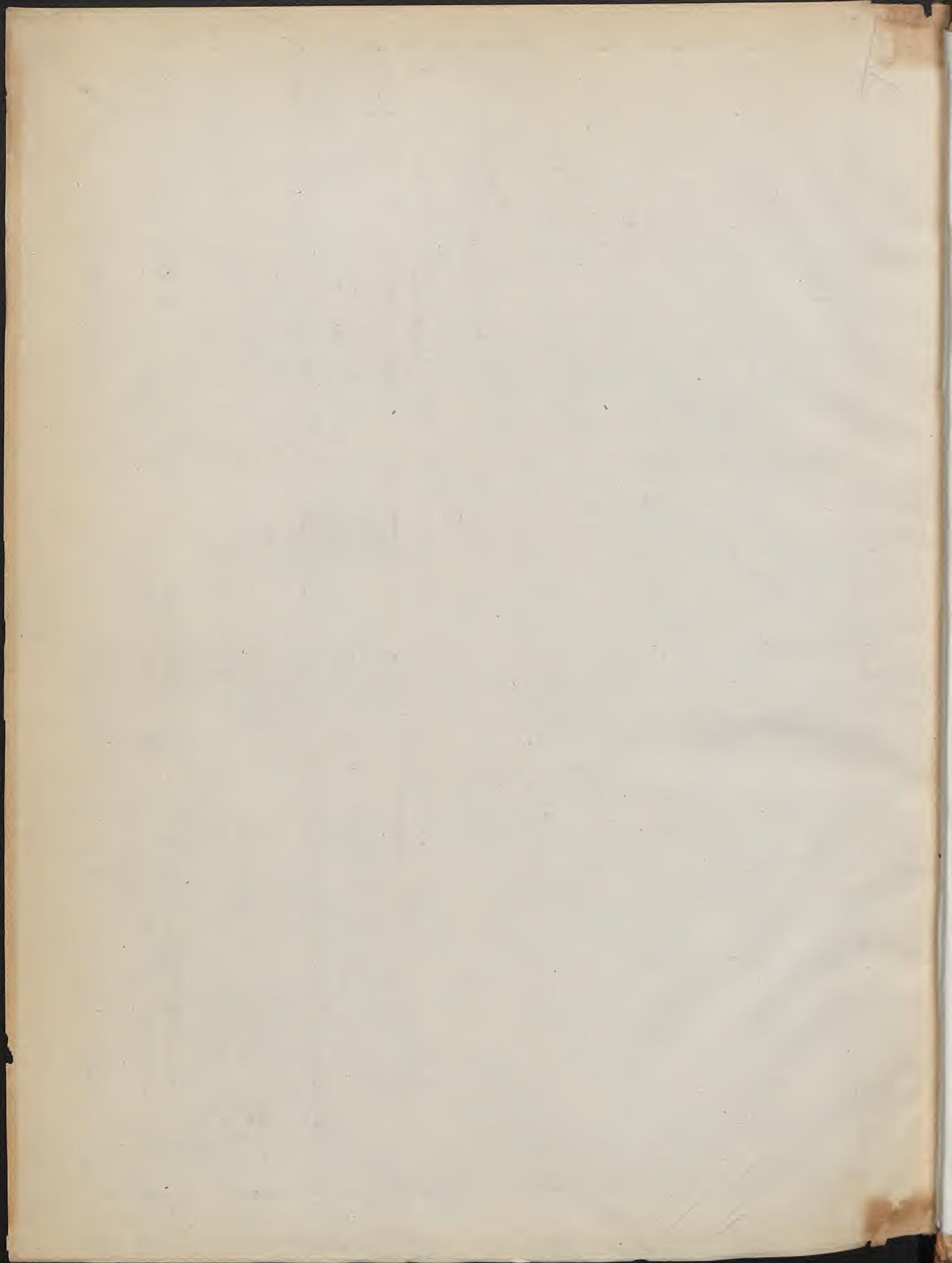


Theo Forrest delin^t

Published by Captⁿ Theo Forrest as the Act directs, Jan^r 30th 1779.

Caldwell Sculp^t

K



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